



Local Single Sky ImPlementation (LSSIP) BOSNIA AND HERZEGOVINA

Year 2013 - Level 1



Introduction

The Local Single Sky Implementation documents (LSSIPs), 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. The LSSIP document – Year 2013 describes the situation in the State at the end of December 2013.

This document is complementary to Chapter 6 – ESSIP Objectives Implementation of the LSSIP document – Year 2013. This document is signed at an appropriate management level for each of the Stakeholders involved in the LSSIP. Their signature also covers the Level 2 as described above.

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.


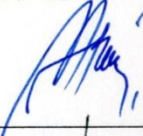


Obj. ID (*)	Obj. Title (By mm/yyyy of overall objective, inc non-State SloAs)	Obj. Progress (**)
State's high level progress statement		State Impl. Date
REG (By:mm-yyyy)	REG high level progress statement	APO. Progress (**) APO Impl. Date
ASP (By:mm-yyyy)	ASP high level progress statement	ASP. Progress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

APPROVAL SHEET

The following authorities have approved all parts of this LSSIP document, and their signature confirms the correctness of the reported information and reflects their commitment to implement the actions laid down in the ESSIP Plan

Stakeholder / Organisation	Name	Position	Date and signature
BHDCA	Đorđe RATKOVICA	Director General	11. 03. 2014. 
BHDCA	Marinko ŠIMUNOVIĆ	Deputy Director General for Air Navigation and Airport Division	11. 03. 2014. 
BHDCA	Đelal HASEČIĆ	Deputy Director General for Flight Safety and Security Division	11. 03. 2014. 
Military Authority	Marina PENDEŠ	Ministry of Defence Deputy Minister for Policy and Planning	11. 03. 2014. 

LSSIP 2013 - Bosnia and Herzegovina - All Stakeholders - Applicability: All Objectives

AOM13.1	Harmonise Operational Air Traffic (OAT) and General Air Traffic (GAT) handling (By:12-2018)	[IDP] [Essential]	Planned
<i>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.</i>			12-2018
REG (By:12-2018)			Planned
<i>Planned</i>			12-2018
AOM13.1-REG01	Revise national legislation as required		by:12-2018
BHDCA	-		Planned
0	The current legal provisions allow for the implementation of the harmonised GAT and OAT handling procedures.		12/2018
ASP (By:12-2018)			Planned
<i>BHANSA is expected to meet the objective within the targeted timeframe.</i>			12-2018
AOM13.1-ASP01	Apply common principles, rules and procedures for OAT handling and OAT/GAT interface		by:12-2018
BHANSA	-		Planned
1	Transpose the common principles, rules and procedures into local manuals, and apply.		12/2018
AOM13.1-ASP02	Train staff as necessary		by:12-2018
BHANSA	-		Planned
0	Training plan started in 2011 and will go up to the end of 2014.		12/2018
MIL (By:12-2018)			Planned
<i>The military authority will take an active role in the fulfilment of the objective..</i>			12-2018
AOM13.1-REG01	Revise national legislation as required		by:12-2018
Mil. Authority	-		Planned
1	Carry out conformance analysis of the current national legislation.		12/2018
2	Revise national legislation if found neccessary.		12/2018
AOM13.1-ASP02	Train staff as necessary		by:12-2018
Mil. Authority	-		Planned
1	Implementation synchronised with BHANSA		12/2018
AOM13.1-MIL01	Apply common principles, rules and procedures for OAT handling and OAT/GAT interface		by:12-2018
Mil. Authority	-		Planned
0	Planned		12/2018
AOM13.1-MIL02	Provide feedback on result of conformance analysis between national rules to EUROAT		by:12-2012
Mil. Authority	-		Late
0	No plan at present.		12/2015
AOM13.1-MIL04	Migrate military aeronautical information to EAD	[IDP]	by:12-2015
Mil. Authority	-		Planned
0	Is managed by AIS BiH		12/2015

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AOM19	Implement Advanced Airspace Management (By:12-2016)	[IDP] [Essential]	Late
<i>The objective is planned for implementation by its end date.</i>			12-2016
ASP (By:12-2015)			Late
<i>BHANSAs, once it starts with the operations, will meet all the requirements towards the full implementation of the objective.</i>		<i>BH ATM STRATEGY IMPLEMENTATION PROJECT</i>	12-2016
AOM19-ASP01	Implement an improved ASM/ATFCM process	[IDP]	by:12-2010
BHANSAs	-		Late
0	BHANSAs is not yet functional. It is expected that the process will be implemented in 2014. Currently adjacent Centres, cover for BHANSAs.		12/2014
AOM19-ASP02	Implement CIAM Phase 1		by:12-2010
BHANSAs	-		Late
1	This action is planned for 2014.		06/2014
AOM19-ASP03	Implement CIAM Phase 2	[IDP]	by:12-2011
BHANSAs	-		Late
1	The action is planned for 2015.		12/2015
AOM19-ASP04	Implement Rolling ASM/ATFCM process	[IDP]	by:12-2014
BHANSAs	-		Planned
1	Implement the ASM/ATFCM process.		12/2014
AOM19-ASP05	Implement Interoperability of local system with ADR	[IDP]	by:12-2015
BHANSAs	-		Planned
1	Implementation on interoperability of local system with ADR will be in 2015.		12/2015
AOM19-ASP05	Implement Interoperability of local system with ADR	[IDP]	by:12-2015
BHANSAs	-		Planned
1	Implementation on interoperability of local system with ADR will be in 2015.		12/2015
AOM19-ASP05	Implement Interoperability of local system with ADR	[IDP]	by:12-2015
BHANSAs	-		Planned
1	Implementation on interoperability of local system with ADR will be in 2015.		12/2015
AOM19-ASP06	Simplify CDR categorisation	[IDP]	by:12-2015
BHANSAs	-		Planned
0	The CDR categorisation will be an object of FUA implementation project.		12/2015
AOM19-ASP07	Optimise CDRs design and availability	[IDP]	by:12-2013
BHANSAs	-		Late
0	Will be an sub-project of FUA implementation project.		12/2014
AOM19-ASP08	Improve accuracy of airspace booking		by:12-2015
BHANSAs	-		Planned
0	Even though the airspace bookings by the local military authorities are unlikely to take place, the matter will be looked into.		12/2015
AOM19-ASP09	Deploy automated ASM support systems	[IDP]	by:12-2015
BHANSAs	-		Planned
0	Implementation Expected by 2015.		12/2015
MIL (By:12-2015)			Late
<i>The military authority will complete their part as required after the introduction of the FUA concept.</i>		-	12-2016
AOM19-ASP01	Implement an improved ASM/ATFCM process	[IDP]	by:12-2010
Mil. Authority	-		Late
0	Expected upon the completion of FUA implementation project.		12/2014
AOM19-ASP02	Implement CIAM Phase 1		by:12-2010
Mil. Authority	-		Late
0	Expected upon the completion of FUA implementation project.		12/2014
AOM19-ASP03	Implement CIAM Phase 2	[IDP]	by:12-2011
Mil. Authority	-		Late
0	Expected upon the completion of FUA implementation project.		12/2014
AOM19-ASP03	Implement CIAM Phase 2	[IDP]	by:12-2011
-	-		Not Applicable

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AOM19-ASP04	Implement Rolling ASM/ATFCM process	[IDP]	by:12-2014
Mil. Authority	-		Planned
0	Expected upon the completion of FUA implementation project.		12/2014
AOM19-ASP05	Implement Interoperability of local system with ADR	[IDP]	by:12-2015
Mil. Authority	-		Planned
0	Implementation synchronised with BHANSA		12/2015
AOM19-ASP08	Improve accuracy of airspace booking		by:12-2015
Mil. Authority	-		Planned
0	Implementation Expected by 2015.		12/2015
AOM19-ASP09	Deploy automated ASM support systems	[IDP]	by:12-2015
Mil. Authority	-		Planned
1	Implementation expected by 2015		12/2015
AOM19-USE01	Implement an improved Notification Process		by:12-2010
Mil. Authority	-		Late
0	Expected upon the completion of FUA implementation project.		12/2015
AOM19-USE02	Implement improved notification process supporting the Rolling ASM/ATFCM process		by:12-2015
Mil. Authority	-		Planned
0	Expected by 2015.		12/2015

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AOM20	Implement ATS Route Network (ARN) - Version 7 (By:10-2013)	[Essential]	Completed
<i>BA experts attend RNDSG meetings. Implementation actions will be taken on time.</i>			10-2013
ASP (By:10-2013)			Completed
<i>When and where necessary required actions in accordance with ARN V7 will be implemented on time</i>		-	10-2013
AOM20-ASP01	Implement national airspace structure changes		by:10-2013
BHANSA	-		Completed
	1 Publication of amendments to AIP documents in accordance with ARN V7 has been done.	Yes	10/2013
	-		
	<i>Will be done when required by ARN V7</i>		
AOM20-ASP02	Ensure compatibility of en-route and terminal airspace		by:10-2013
BHANSA	-		Completed
	1 Publication of amendments to AIP documents in accordance with ARN V7.	Yes	10/2013
	-		
	<i>Will be done when required by ARN V7</i>		
MIL (By:10-2013)			Completed
<i>The implementation of the objective is conducted by BHANSA; Military authorities are consulted.</i>		-	10-2013
AOM20-ASP02	Ensure compatibility of en-route and terminal airspace		by:10-2013
Mil. Authority	-		Completed
	1 Publication of amendments to AIP documents in accordance with ARN V7.	Yes	10/2013
	-		
	<i>The implementation of the objective is conducted by BHANSA; Military authorities are consulted.</i>		
AOM20-USE01	Adapt flight planning		by:10-2013
Mil. Authority	-		Completed
	1 Changes to airspace users' flight planning systems, procedures and to FMS have been completed.	Yes	10/2013
	-		
	<i>Will be done when required by ARN V7</i>		

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AOM21	Implementation of Free Route Airspace (By:12-2017)	[IDP] [Essential]	Planned
Fully or partially implementation of Free Route Airspace with further phased implementation planned by FAB/ANSPs.			12-2017
REG (By:12-2017)			Planned
	<i>Rewiew of the safety arguments of the changes which are imposed by the implementation of Free Route operations.</i>	-	12-2017
AOM21-REG01	Review, as appropriate, the safety argument of the changes imposed by the implementation of Free Route operations		by:12-2017
BHDCA	-		Planned
1	Notification of the acceptance, or the non-acceptance, of the change under consideration has been communicated to the ANSP. Explain situation/plans <i>Rewiew of the safety arguments of the changes which are imposed by the implementation of Free Route operations.</i>	No	12/2017
ASP (By:12-2017)			Planned
<i>Implement procedures and processes, locally and FAB level.</i>			12-2017
AOM21-ASP01	Implement procedures and processes in support of the network dimension	[IDP]	by:12-2017
BHANSА	-		Planned
1	The local FRA airspace has been identified in coordination with the Network and FAB partners and the RAD has been updated accordingly. Explain situation/plans <i>The local FRA airspace will be identified in coordination with the Network and FAB partners and the RAD will be updated accordingly.</i>	No	12/2017
2	The local ATFCM procedures have been updated in cooperation with the network to take on board the FRA impact. Explain situation/plans <i>The local ATFCM procedures will be updated in cooperation with the network to take on board the FRA impact.</i>	No	12/2017
AOM21-ASP02	Implement system improvements	[IDP]	by:12-2017
BHANSА	-		Planned
1	The ANSP system has been updated according to the specifications representing the identified necessary changes. Explain situation/plans <i>The ANSP system will be updated according to the specifications representing the identified necessary changes.</i>	No	12/2017
AOM21-ASP03	Implement procedures and processes in support of the local dimension	[IDP]	by:12-2017
BHANSА	-		Planned
1	The FRA airspace has been described and published in the AIP and the charts. Explain situation/plans <i>The FRA airspace will be described and published in the AIP and the charts.</i>	No	12/2017
2	The Letters of Agreement have been updated if necessary. Explain situation/plans <i>The Letters of Agreement will be updated if necessary.</i>	No	12/2017
3	The ASM and ATC procedures have been updated to take on board the FRA impact. Explain situation/plans <i>The ASM and ATC procedures will be updated to take on board the FRA impact.</i>	No	12/2017
AOM21-ASP04	Implement transversal activities (validation, safety case and training)	[IDP]	by:12-2017
BHANSА	-		Planned
1	FRA concept has been validated, safety argument has been developed and delivered to the Regulator/NSA/Competent Authority, as appropriate, depending on the severity of the identified risks or the introduction of new aviation standards. Explain situation/plans <i>FRA concept will be validated, safety argument will be developed and delivered to the Regulator/NSA/Competent Authority, as appropriate, depending on the severity of the identified risks or the introduction of new aviation standards.</i>	No	12/2017
2	ATCO training has been conducted.	No	12/2017

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	Explain situation/plans <i>ATCO training will be conducted.</i>		
MIL (By:12-2017)			Not Applicable
<i>n/a</i>		-	12-2017
AOM21-USE01	Implement system improvements		by:12-2017
Mil. Authority	-		Not Applicable
	1 Flight Planning system has been amended if necessary. Rationale for N/A <i>Missing data for this SloA.</i>	N/A	12/2017
AOM21-USE02	Implement procedures and processes	[IDP]	by:12-2017
Mil. Authority	-		Not Applicable
	1 Procedures have been updated to take into account Free Route Airspace. Rationale for N/A <i>Missing data for this SloA.</i>	N/A	12/2017
AOM21-USE03	Train aircrews and operational staff for FRA operations	[IDP]	by:12-2017
Mil. Authority	-		Not Applicable
	1 Pilots and Flight Planners have been trained to Free Route operations. Rationale for N/A <i>Missing data for this SloA.</i>	N/A	12/2017

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AOP01.2	Implement airside capacity enhancement method and best practices based on Eurocontrol capacity and efficiency implementation manual (By:12-2013)		Not Applicable
LQSA - Sarajevo (Outside Applicability Area)			
<i>Not in the applicability area</i>			-
ASP (By:12-2011)			Not Applicable
<i>Not in the applicability area</i>			-
AOP01.2-ASP01	Participate in the local ACE Steering Group		by:12-2011
BHANSA	-		Not Applicable
AOP01.2-ASP02	Facilitate the involvement of operational ATCOs in the Forums		by:08-2011
BHANSA	-		Not Applicable
AOP01.2-ASP03	Approve and Implement the locally defined action plan		by:08-2011
BHANSA	-		Not Applicable
APO (By:12-2011)			Not Applicable
<i>Not in the applicability area</i>			-
AOP01.2-APO01	Establish an Airside Capacity Enhancement (ACE) Steering Group		by:12-2011
-	-		Not Applicable
AOP01.2-APO02	Conduct annual capacity assessment		by:08-2011
-	-		Not Applicable
AOP01.2-APO03	Collect and analyse capacity and performance data		by:08-2011
-	-		Not Applicable
AOP01.2-APO04	Facilitate forums with pilots and ATCOs		by:08-2011
-	-		Not Applicable
AOP01.2-APO05	Develop and Implement a commonly agreed local action plan		by:08-2011
-	-		Not Applicable
AOP01.2-APO06	Develop and widely distribute yearly a capacity enhancement awareness leaflet in accordance with the action plan		by:08-2011
-	-		Not Applicable
AOP01.2-APO07	Airports to provide the Agency with accurate updated airport data sheet to be used in the EUROCONTROL Network Capacity Planning function.		by:12-2011
-	-		Not Applicable

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AOP03	Improve runway safety by preventing runway incursions (By:12-2013)		Late
<i>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.</i>			12-2014
REG (By:12-2013)			Late
<i>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.</i>		-	12-2014
AOP03-REG01	Implement recommendations contained in the European Action Plan for the Prevention of Runway Incursions in accordance with the explanatory notes		by:12-2013
BHDCA	-		Late
0	BHDCA are developing regulations for all safety related issues including AOP03.		12/2014
ASP (By:12-2013)			Late
<i>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.</i>		-	12-2014
AOP03-ASP01	Establish a local Runway Safety Team and implement General principles contained in the European Action plan for the prevention of runway incursions in accordance with the explanatory notes		by:12-2013
BHANSA	-		Late
0	Runway Safety Teams have been established, but further implementation of the General principles will be done at the end of 2014. The delay was caused by the reorganisations of the services provision and the establishment of a new ANSP organisation.		12/2014
AOP03-ASP02	Ensure Air Traffic Controller Best Practices are implemented		by:12-2013
BHANSA	-		Late
0	The implementation of air traffic controller best practices at BH airports will be fully applied throughout 2014.		12/2014
AOP03-ASP03	Implement Communication recommendations		by:12-2013
BHANSA	-		Completed
0	Communications capabilities at each location were examined and enhancements (where necessary) implemented.		09/2008
AOP03-ASP04	Implement Aeronautical information management		by:12-2013
BHANSA	-		Completed
1	Completed		12/2012
MIL (By:12-2013)			Not Applicable
<i>There are no military airport service providers in BH.</i>		-	-
AOP03-REG01	Implement recommendations contained in the European Action Plan for the Prevention of Runway Incursions in accordance with the explanatory notes		by:12-2013
Mil. Authority	-		Not Applicable
AOP03-ASP01	Establish a local Runway Safety Team and implement General principles contained in the European Action plan for the prevention of runway incursions in accordance with the explanatory notes		by:12-2013
Mil. Authority	-		Not Applicable
AOP03-ASP02	Ensure Air Traffic Controller Best Practices are implemented		by:12-2013
Mil. Authority	-		Not Applicable
AOP03-ASP03	Implement Communication recommendations		by:12-2013
Mil. Authority	-		Not Applicable
AOP03-ASP04	Implement Aeronautical information management		by:12-2013
Mil. Authority	-		Not Applicable
AOP03-APO01	Establish a local Runway Safety Team and implement General principles contained in the European Action Plan for the Prevention of Runway Incursions in accordance with the explanatory notes		by:12-2013
Mil. Authority	-		Not Applicable
0	There are no military airport services providers.		12/2013

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AOP03-APO02	Ensure that all airport infrastructure, practices and procedures are in accordance with ICAO provisions		by:12-2013
Mil. Authority	-		Not Applicable
0	There are no military airport operators affecting civil GAT.		12/2013
AOP03-APO03	Implement Communication recommendations		by:12-2013
Mil. Authority	-		Not Applicable
AOP03-APO04	Implement Aeronautical information management		by:12-2013
Mil. Authority	-		Not Applicable
AOP03-APO05	Put in place a formal training and assessment for drivers and all personnel who operate on or near the runway		by:12-2013
Mil. Authority	-		Not Applicable
AOP03-APO06	Implement Safety Management Systems (SMS) in accordance with ICAO provisions for its aerodrome operations		by:12-2013
Mil. Authority	-		Not Applicable
AOP03-USE01	Implement recommendations contained in the European Action Plan for the Prevention of Runway Incursions in accordance with the explanatory notes		by:12-2013
Mil. Authority	-		Not Applicable
APO (By:12-2013)			Late
	<i>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.</i>	-	12-2014
AOP03-APO01	Establish a local Runway Safety Team and implement General principles contained in the European Action Plan for the Prevention of Runway Incursions in accordance with the explanatory notes		by:12-2013
BANJA-LUKA Airport / MOSTAR Airport / SARAJEVO Airport / TUZLA Airport	-		Late
1	Planned		12/2014
AOP03-APO02	Ensure that all airport infrastructure, practices and procedures are in accordance with ICAO provisions		by:12-2013
BANJA-LUKA Airport / MOSTAR Airport / SARAJEVO Airport / TUZLA Airport	-		Completed
0	The infrastructure, practices and procedures at all BA airports have been put in place in accordance with ICAO Annex 14 and other applicable documents.		12/2013
AOP03-APO03	Implement Communication recommendations		by:12-2013
BANJA-LUKA Airport / MOSTAR Airport / SARAJEVO Airport / TUZLA Airport	-		Late
1	Planned		12/2014
AOP03-APO04	Implement Aeronautical information management		by:12-2013
BANJA-LUKA Airport / MOSTAR Airport / SARAJEVO Airport / TUZLA Airport	-		Late
1	planned		12/2014
AOP03-APO05	Put in place a formal training and assessment for drivers and all personnel who operate on or near the runway		by:12-2013

LSSIP 2013 - Bosnia and Herzegovina - All Stakeholders - Applicability: All Objectives

BANJA-LUKA Airport / MOSTAR Airport / SARAJEVO Airport / TUZLA Airport	-	Late
1	Planned	12/2014
AOP03-APO06	Implement Safety Management Systems (SMS) in accordance with ICAO provisions for its aerodrome operations	by:12-2013
BANJA-LUKA Airport / MOSTAR Airport / SARAJEVO Airport / TUZLA Airport	-	Completed
0	SMS published in 2009. regularly updated	12/2013

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AOP04.1	Implement Advanced Surface Movement Guidance and Control System (A-SMGCS) Level1 (By:12-2011)	[Essential]	Not Applicable
LQSA - Sarajevo (Outside Applicability Area)			
<i>Not applicable to Sarajevo airport-</i>			-
REG (By:12-2010)			Not Applicable
<i>Not applicable to Sarajevo airport-</i>			-
AOP04.1-REG01	Mandate and verify the carriage of required aircraft equipment to enable location and identification of aircraft on the movement area (including military aircraft, as appropriate).		by:12-2010
BHDCA	-		Not Applicable
AOP04.1-REG02	Mandate and verify the carriage of required vehicle equipment to enable location and identification of vehicles on the manoeuvring area		by:12-2010
BHDCA	-		Not Applicable
AOP04.1-REG03	Incorporate A-SMGCS Level 1 procedures (including transponder operating procedures) into state regulations.		by:12-2010
BHDCA	-		Not Applicable
AOP04.1-REG04	Approve A-SMGCS Level 1 implementations for operation		by:12-2010
BHDCA	-		Not Applicable
ASP (By:12-2011)			Not Applicable
<i>Not applicable to Sarajevo airport-</i>			-
AOP04.1-ASP01	Install required surveillance equipment		by:12-2010
BHANSA	-		Not Applicable
AOP04.1-ASP02	Train aerodrome control staff in the use of A-SMGCS Level 1 surveillance in the provision of aerodrome control service		by:12-2010
BHANSA	-		Not Applicable
AOP04.1-ASP03	Implement approved A-SMGCS operational procedures at airports equipped with A-SMGCS		by:12-2011
BHANSA	-		Not Applicable
MIL (By:12-2010)			Not Applicable
<i>Not applicable to Sarajevo airport-</i>			-
AOP04.1-REG01	Mandate and verify the carriage of required aircraft equipment to enable location and identification of aircraft on the movement area (including military aircraft, as appropriate).		by:12-2010
Mil. Authority	-		Not Applicable
AOP04.1-REG03	Incorporate A-SMGCS Level 1 procedures (including transponder operating procedures) into state regulations.		by:12-2010
Mil. Authority	-		Not Applicable
AOP04.1-USE01	Update aircrew training manual to include procedures for use of correct Mode-S transponder setting for enabling cooperative A-SMGCS detection on the movement area		by:12-2010
Mil. Authority	-		Not Applicable
APO (By:12-2010)			Not Applicable
<i>Not applicable to Sarajevo airport-</i>			-
AOP04.1-APO01	Install required surveillance equipment		by:12-2010
-	-		Not Applicable
AOP04.1-APO02	Equip Ground Vehicles		by:12-2010
-	-		Not Applicable
AOP04.1-APO03	Train Ground Vehicle Drivers		by:12-2010
-	-		Not Applicable

LSSIP 2013 - Bosnia and Herzegovina - All Stakeholders - Applicability: All Objectives

AOP04.2	Implement Advanced Surface Movement Guidance and Control System (A-SMGCS) Level 2 (By:12-2017)		Not Applicable
LQSA - Sarajevo (Outside Applicability Area)			
<i>Not applicable to Sarajevo airport-</i>			-
REG (By:12-2017)			Not Applicable
<i>Not applicable to Sarajevo airport-</i>			-
AOP04.2-REG01	Approve A-SMGCS Level 2 implementations for operation		by:12-2017
BHDCA	-		Not Applicable
ASP (By:12-2017)			Not Applicable
<i>Not applicable to Sarajevo airport-</i>			-
AOP04.2-ASP01	Install required A-SMGCS control function equipment		by:12-2017
BHANSA	-		Not Applicable
AOP04.2-ASP02	Train aerodrome control staff in the use of A-SMGCS Level 2 in the provision of an aerodrome control service		by:12-2017
BHANSA	-		Not Applicable
AOP04.2-ASP03	Implement approved A-SMGCS Level 2 operational procedures at airports equipped with A-SMGCS Level 2		by:12-2017
BHANSA	-		Not Applicable
APO (By:12-2017)			Not Applicable
<i>Not applicable to Sarajevo airport-</i>			-
AOP04.2-APO01	Install required A-SMGCS control function equipment		by:12-2017
-	-		Not Applicable

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AOP05	Implement Airport Collaborative Decision Making (CDM) (By:01-2016)	[IDP] [Essential]	Not Applicable
LQSA - Sarajevo (Outside Applicability Area)			
<i>Not applicable to Sarajevo airport-</i>			-
ASP (By:01-2016)			Not Applicable
<i>Not applicable to Sarajevo airport-</i>			-
AOP05-ASP01	Define and agree performance objectives and KPIs at local level, specific to ANSP in accordance with A-CDM Manual guidelines	[IDP]	by:01-2013
BHANSA	-		Not Applicable
AOP05-ASP02	Define and implement local Air Navigation Service (ANS) procedures for information sharing through Letters of Agreement (LoAs) and/or Memorandum of Understanding (MoU) in accordance with A-CDM Manual guidelines	[IDP]	by:01-2013
BHANSA	-		Not Applicable
AOP05-ASP03	Define and implement local procedures for turnaround processes in accordance with CDM manual guidelines	[IDP]	by:01-2016
BHANSA	-		Not Applicable
AOP05-ASP04	Continually review and measure airport performance in accordance with Airport CDM Manual guidelines	[IDP]	by:01-2013
BHANSA	-		Not Applicable
AOP05-ASP05	Define and implement variable taxi-time and predeparture sequencing procedure according to airport CDM Manual guidelines	[IDP]	by:01-2016
BHANSA	-		Not Applicable
AOP05-ASP06	Define and implement procedures for CDM in adverse conditions, including the de-icing according to airport CDM Manual guidelines	[IDP]	by:01-2016
BHANSA	-		Not Applicable
MIL (By:01-2016)			Not Applicable
<i>Not applicable to Sarajevo airport-</i>			-
AOP05-USE02	Define and implement local aircraft operators procedures for information sharing through LoAs and/or MoU in accordance with A-CDM manual guidelines	[IDP]	by:01-2013
Mil. Authority	-		Not Applicable
AOP05-USE03	Define and implement local procedures for turnaround processes in accordance with A-CDM manual guidelines	[IDP]	by:01-2016
Mil. Authority	-		Not Applicable
APO (By:01-2016)			Not Applicable
<i>Not applicable to Sarajevo airport-</i>			-
AOP05-APO01	Define and agree performance objectives and KPIs at local level specific to airport operations in accordance with A-CDM Manual guidelines	[IDP]	by:01-2013
-	-		Not Applicable
AOP05-APO02	Define and implement local airport operations procedures for information sharing through Letters of Agreement (LoAs) and/or Memorandum of Understanding (MoU) in accordance with A-CDM Manual guidelines	[IDP]	by:01-2013
-	-		Not Applicable
AOP05-APO03	Define and implement local procedures for turnaround processes in accordance with CDM manual guidelines (baseline CDM)	[IDP]	by:01-2016
-	-		Not Applicable
AOP05-APO04	Continually review and measure airport performance	[IDP]	by:01-2013
-	-		Not Applicable
AOP05-APO05	Define and implement the exchange of messages, Flight Update Message (FUM) and Departure Planning Information (DPI) between CFMU and the airport in accordance with A-CDM Manual guidelines	[IDP]	by:01-2014
-	-		Not Applicable

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AOP05-APO06	Define and implement procedures for CDM in adverse conditions including the de-icing according to airport CDM Manual guidelines	[IDP]	by:01-2016
-	-		Not Applicable

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ATC02.2	Implement ground based safety nets - Short Term Conflict Alert (STCA) - level 2 (By:01-2013)	[Essential]	Late
<i>The objective will be met with the implementation of the new ATM system in 2013.</i>			12-2014
REG (By:01-2013)			Late
<i>The objective will be met with the implementation of the new ATM system.</i>			12-2014
ATC02.2-REG01	Conduct safety oversight of the changes	-	by:01-2013
BHDCA	-		Late
0	Will be approved prior to implementation of the new ATM system.		12/2014
ASP (By:01-2013)			Late
<i>The objective will be met with the implementation of the new ATM system in 2013.</i>		National ATM Upgrade	12-2014
ATC02.2-ASP01	Implement STCA in line with EUROCONTROL Specification for STCA		by:01-2013
BHANSA	Future BH ACC / Sarajevo TMA		Late
0	Will be implemented with the new ATM system in 2013.		12/2014
ATC02.2-ASP02	Align ATCO training with EUROCONTROL Specification for STCA		by:01-2013
BHANSA	Future BH ACC		Late
0	Will be implemented with the new ATM system.		12/2014
ATC02.2-ASP03	Develop safety assessment for the changes		by:01-2013
BHANSA	-		Late
1	Safety assessment is being developed		12/2014
MIL (By:01-2013)			Not Applicable
<i>No role in service provision</i>			-
ATC02.2-REG01	Conduct safety oversight of the changes		by:01-2013
Mil. Authority	-		Not Applicable
ATC02.2-ASP01	Implement STCA in line with EUROCONTROL Specification for STCA		by:01-2013
Mil. Authority	-		Not Applicable
ATC02.2-ASP02	Align ATCO training with EUROCONTROL Specification for STCA		by:01-2013
Mil. Authority	-		Not Applicable

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ATC02.5	Implement ground based safety nets - Area Proximity Warning - level 2 (By:12-2016)	[Essential]	No Plan
<i>Only tentative plans exist. The necessary system upgrades will be specified upon the installation of a new system.</i>			12-2016
ASP (By:12-2016)			No Plan
<i>Only tentative plans exist. Upon the installation of the new system the necessary upgrades will be specified.</i>		<i>National ATM Upgrade</i>	12-2016
ATC02.5-ASP01	Implement the APW function		by:12-2016
BHANSA	-		No Plan
0	No stable plans at the moment		12/2016
ATC02.5-ASP02	Align ATCO training with the use of APW ground-based safety tools		by:12-2016
BHANSA	-		No Plan
0	Plans will be made accordingly		12/2016
MIL (By:12-2016)			No Plan
<i>No role of MIL authority in ANS provision.</i>		-	12-2016
ATC02.5-ASP01	Implement the APW function		by:12-2016
Mil. Authority	-		No Plan
ATC02.5-ASP02	Align ATCO training with the use of APW ground-based safety tools		by:12-2016
Mil. Authority	-		No Plan

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ATC02.6	Implement ground based safety nets - Minimum Safe Altitude Warning - level 2 (By:12-2016)	[Essential]	Planned
<i>A detailed planning will be made available after the installation of the new ATM system.</i>			12-2016
ASP (By:12-2016)			Planned
<i>Necessary system updates will be made upon the installation of a new ATM system.</i>		<i>National ATM Upgrade</i>	12-2016
ATC02.6-ASP01	Implement the MSAW function		by:12-2016
BHANSNA	-		Planned
0	Detailed plan will be made in due course.		12/2016
ATC02.6-ASP02	Align ATCO training with the use of MSAW ground-based safety tools		by:12-2016
BHANSNA	-		Planned
0	Detailed plan will be made in due course.		12/2016
MIL (By:12-2016)			Not Applicable
<i>No Mil ATSU in BH.</i>		-	12-2013
ATC02.6-ASP01	Implement the MSAW function		by:12-2016
Mil. Authority	-		Not Applicable
ATC02.6-ASP02	Align ATCO training with the use of MSAW ground-based safety tools		by:12-2016
Mil. Authority	-		Not Applicable

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ATC02.7	Implement ground based safety nets - Approach Path Monitor - level 2 (By:12-2016)	[Essential]	No Plan
<i>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.</i>			12-2013
ASP (By:12-2016)			No Plan
<i>BHANSF will investigate a necessity to upgrade their new system to support the implementation of the objective.</i>		<i>National ATM Upgrade</i>	12-2012
ATC02.7-ASP01	Implement the APM function		by:12-2016
BHANSF	-		No Plan
0	The specification will be taken into a consideration when a decision on the implementation of the objective has been taken. Currently, no plan.		12/2012
ATC02.7-ASP02	Align ATCO training with the use of APM ground-based safety tools		by:12-2016
BHANSF	-		No Plan
0	The training programmes will include a new system features accordingly. No plan at present.		12/2012
MIL (By:12-2016)			Not Applicable
<i>No MIL ATM systems in BH</i>		-	-
ATC02.7-ASP01	Implement the APM function		by:12-2016
Mil. Authority	-		Not Applicable
ATC02.7-ASP02	Align ATCO training with the use of APM ground-based safety tools		by:12-2016
Mil. Authority	-		Not Applicable

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ATC07.1	Implement arrival management tools (By:12-2015)	[Essential]	Not Applicable
<p><i>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.</i></p>			-
ASP (By:12-2015)			Not Applicable
<p><i>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.</i></p>		-	-
ATC07.1-ASP01	Implement initial basic arrival management tools		by:12-2015
BHANSА	-		Not Applicable
ATC07.1-ASP02	Implement initial basic AMAN procedures		by:12-2015
BHANSА	-		Not Applicable
ATC07.1-ASP03	Adapt TMA organisation to accommodate use of basic AMAN		by:12-2015
BHANSА	-		Not Applicable
ATC07.1-ASP04	Implement basic AMAN functions		by:12-2015
BHANSА	-		Not Applicable

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ATC12	Implement automated support for conflict detection and conformance monitoring (By:12-2016)	[Essential]	Planned
<i>The new ATM System, to be installed in 2013 will cater for full implementation of this objective.</i>			12-2016
REG (By:12-2016)			Planned
<i>The procedures will be approved during the system certification process.</i>			12-2016
ATC12-REG01	Approve use of MTCD and conformance monitoring functions and associated operational procedures		by:12-2016
BHDCA	-		Planned
0	This will be done through the process of commissioning the new system.		12/2014
ASP (By:12-2016)			Planned
<i>The new ATM System, to be installed in 2013 will carry this function.</i>			12-2016
ATC12-ASP01	Implement MTCD and MONA functions and associated procedures		by:12-2016
BHANSA	-		Planned
1	Implement MTCD function.		12/2016
ATC12-ASP02	Perform ATCO training for the use of MTCD/MONA related functions		by:12-2016
BHANSA	-		Planned
0	Training will be included in a training program for the new system.		12/2016
ATC12-ASP03	Develop safety assessment for the changes		by:12-2016
BHANSA	-		Planned
1	Safety assessment will be part of the new system planned for installation in 2013.		12/2016

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ATC15	Implement, in En-Route operations, information exchange mechanisms, tools and procedures in support of Basic AMAN operations (By:12-2017)	[IDP] [Essential]	No Plan
<i>No plan at present. Its possible implementation will be assessed in 2014</i>			-
REG (By:12-2017)			No Plan
<i>No plan at present. Its possible implementation will be assessed in 2014</i>			-
ATC15-REG01	Conduct safety oversight of the changes		by:12-2017
BHDCA	-		No Plan
1	Formal acceptance by the NSA of the proposed changes has been communicated to ANSP. Explain situation/plans <i>No plan at present. Its possible implementation will be assessed in 2014</i>	No	-
ATC15-REG02	Approve the procedures for operation of AMAN tools in en route sectors supporting AMAN in adjacent/subjacent areas.		by:12-2017
BHDCA	-		No Plan
1	A formal approval of the procedures for operation of AMAN tools in En-Route sectors supporting AMAN in adjacent/subjacent areas has been delivered to the ANSP. Explain situation/plans <i>No plan at present. Its possible implementation will be assessed in 2014</i>	No	-
ASP (By:12-2017)			No Plan
<i>No plan at present. Its possible implementation will be assessed in 2014</i>			-
ATC15-ASP01	Develop safety assessment for the changes	[IDP]	by:12-2017
BHANSА	-		No Plan
1	Safety assessment developed ? Explain situation/plans <i>No plan at present. Its possible implementation will be assessed in 2014</i>	No	-
2	The safety assessment report including safety arguments for the changes has been delivered to the NSA and a notification of acceptance was received. Explain situation/plans <i>No plan at present. Its possible implementation will be assessed in 2014</i>	No	-
ATC15-ASP02	Adapt the ATC systems that will implement arrival management functionality in En-Route sectors in support of AMAN operations in adjacent/subjacent TMAs	[IDP]	by:12-2017
BHANSА	-		No Plan
1	ATC systems are either: - Already compliant to AMAN use in En-Route; or - have functionality implemented to support the necessary exchange of information needed to support AMAN operations in En-Route airspace that is interfacing with AMANs in adjacent/subjacent areas. Explain situation/plans <i>No plan at present. Its possible implementation will be assessed in 2014</i>	No	-
2	ANSPs have described the level of system support and functionality with direct reference to the relevant complexity level as defined in the -AMAN Information Extension to En-Route Sectors- Concept - documentation. Explain situation/plans <i>No plan at present. Its possible implementation will be assessed in 2014</i>	No	-
ATC15-ASP03	Implement ATC procedures in En-Route airspace/sectors that will implement AMAN information and functionality	[IDP]	by:12-2017
BHANSА	-		No Plan
1	Procedures have been implemented, documented and are in operational use. Explain situation/plans <i>No plan at present. Its possible implementation will be assessed in 2014</i>	No	-

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	2	ANSPs have defined, validated and implemented procedures directly related to the relevant complexity level chosen (ref. SLoA ATC15-ASP02), as defined in the AMAN Information Extension to En-Route Sectors Concept documentation.	No	-
		Explain situation/plans		
		<i>No plan at present. Its possible implementation will be assessed in 2014</i>		
ATC15-ASP04		Train operational and technical staff and update Training Plans	[IDP]	by:12-2017
BHANSA		-		No Plan
	1	The training plans have been updated and a training package has been developed by the ANSP.	No	-
		Explain situation/plans		
		<i>No plan at present. Its possible implementation will be assessed in 2014</i>		
	2	All concerned personnel have been trained.	No	-
		Explain situation/plans		
		<i>No plan at present. Its possible implementation will be assessed in 2014</i>		
ATC15-ASP05		Revise and publish Aeronautical Information documents		by:12-2017
BHANSA		-		No Plan
	1	AIC and AIP have been published taking due account of the impact of this deployment.	No	-
		Explain situation/plans		
		<i>No plan at present. Its possible implementation will be assessed in 2014</i>		

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ATC16	Implement ACAS II compliant with TCAS II change 7.1 (By:12-2015)		Late
<i>Planned to be implemented in due time</i>			12-2015
REG (By:12-2015)			Planned
<i>Planned to be implemented in due time. EU regulation 1332/2011 is not transposed in BH legislation, not implemented in Bosnia and Herzegovina yet.</i>			12-2015
ATC16-REG01	Supervise compliance with regulatory provisions		by:12-2015
BHDCA	-		Planned
1	Evidence on the status of compliance with regulatory provisions for ACAS II (TCAS 7.1) for aircraft and aircraft operators in the State of Registry under the NSA oversight has been provided. Rationale for N/A <i>The evidence on the status of compliance not established on state level.</i>	N/A	12/2015
ATC16-REG02	Provide airworthiness certification		by:12-2015
BHDCA	-		Planned
1	Airworthiness certification for ACAS II (TCAS 7.1) aircraft in the State of Registry under its responsibility has been provided. Rationale for N/A <i>Airworthiness certification not provided due there is no aircraft in the BH registry.</i>	N/A	12/2015
ATC16-REG03	Deliver operational approval for ACAS II version 7.1 equipped aircraft		by:12-2015
BHDCA	-		Planned
1	Operational approval to aircraft operators having submitted an application has been delivered. Rationale for N/A <i>Operational approval is not delivered due no any aircraft operators submitted an application.</i>	N/A	12/2015
ASP (By:03-2012)			Late
<i>Planned to be implemented</i>			12-2015
ATC16-ASP01	Train controllers		by:03-2012
BHANSA	-		Late
1	The training plan and package has been developed by the ANSP. - <i>The training plan and package will be developed in 2013.</i>	Yes	12/2014
2	All concerned personnel have been trained. - <i>All ATCOs will get training until the end 2013</i>	Yes	12/2013
ATC16-ASP02	Establish ACAS II (TCAS II version 7.1) performance monitoring		by:03-2012
BHANSA	-		Late
1	A monitoring system of the performance of ACAS in the ATC environment, by means of regular incident occurrence reporting, investigation and analysis, has been put in place. Explain situation/plans <i>Will be implemented by the end of 2014.</i>	No	12/2014
MIL (By:12-2015)			Not Applicable
<i>n/a</i>			12-2014
ATC16-MIL01	Equip and put into service transport-type aircraft with ACAS II (TCAS II version 7.1) capability		by:12-2015
Mil. Authority	-		Not Applicable
1	Transport-type aircraft have been equipped with ACAS II (TCAS II Version 7.1) compliant equipment. Explain situation/plans <i>n/a</i>	No	12/2014
ATC16-MIL02	Train aircrews of tactical aircraft (not ACAS II equipped)		by:03-2012
Mil. Authority	-		Not Applicable
1	The training plan and package has been developed by the Military Authority. Explain situation/plans <i>n/a</i>	No	03/2012

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2	All concerned personnel have been trained.	No	03/2013
	Explain situation/plans		
	<i>n/a</i>		

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ATC17	Electronic Dialogue as Automated Assistance to Controller during Coordination and Transfer (By:12-2018)	[IDP] [Essential]	Planned
<i>In respect of ANSP requirements.</i>			12-2018
REG (By:12-2018)			Planned
<i>In respect of ANSP requirements.</i>			12-2018
ATC17-REG01	Conduct safety oversight of the changes		by:12-2018
BHDCA	-		Planned
1	Formal acceptance by the NSA of the proposed changes has been communicated to ANSP. Explain situation/plans <i>Formal acceptance by the NSA of the proposed changes will be communicated to ANSP.</i>	No	12/2018
ASP (By:12-2018)			Planned
<i>In respect of ANSP requirements.</i>			12-2018
ATC17-ASP01	Develop safety assessment for the changes	[IDP]	by:12-2018
BHANSA	-		Planned
1	The Safety argument for all changes, generated by the upgrade of the system to support Electronic Dialogue during Coordination and Transfer has been delivered by the ANSP to the NSA. Explain situation/plans <i>The Safety argument for all changes, generated by the upgrade of the system to support Electronic Dialogue during Coordination and Transfer will be delivered by the ANSP to the NSA.</i>	No	12/2018
ATC17-ASP02	Upgrade and put into service ATC system to support the Basic procedure (specifically PAC and COD)	[IDP]	by:12-2018
BHANSA	Future BH ACC		Planned
1	Ground systems have been upgraded with the functions to support Basic procedure, as identified by the individual administration from the following list: - PAC, COD. Explain situation/plans <i>Ground systems will be upgraded with the functions to support Basic procedure, as identified by the individual administration from the following list: - PAC, COD.</i>	No	12/2018
2	The technical file (TF) with evidences of compliance and the EC declaration of verification of systems (DoV) has been delivered to the competent National Supervisory Authority (NSA). Explain situation/plans <i>The technical file (TF) with evidences of compliance and the EC declaration of verification of systems (DoV) will be delivered to the competent National Supervisory Authority (NSA).</i>	No	12/2018
3	The functions to support Basic procedure, as identified by the individual administration from the following list: - PAC, COD; have been documented and are in operational use. Explain situation/plans <i>The functions to support Basic procedure, as identified by the individual administration from the following list: - PAC, COD; will be documented and are in operational use.</i>	No	12/2018
ATC17-ASP03	Upgrade and put into service ATC system to support electronic dialogue procedure in Transfer of communication process	[IDP]	by:12-2018
BHANSA	Future BH ACC		Planned
1	Ground systems have been upgraded with the functions to support electronic dialogue procedure in Transfer of communication process using OLDI messages, as identified by the individual administration from the following list: - ROF, COF, TIM, HOP, MAS and SDM. Explain situation/plans <i>Ground systems will be upgraded with the functions to support electronic dialogue procedure in Transfer of communication process using OLDI messages, as identified by the individual administration from the following list: - ROF, COF, TIM, HOP, MAS and SDM.</i>	No	12/2018
2	The technical file (TF) with evidences of compliance and the EC declaration of verification of systems (DoV) has been delivered to the competent National Supervisory Authority (NSA). Explain situation/plans	No	12/2018

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	<i>The technical file (TF) with evidences of compliance and the EC declaration of verification of systems (DoV) will be delivered to the competent National Supervisory Authority (NSA).</i>		
3	The functions to support the transfer and communication process as identified by the individual administration from the following list: - ROF, COF, TIM, HOP, MAS and SDM. have been documented and are in operational use.	No	12/2018
	Explain situation/plans		
	<i>The functions to support the transfer and communication process as identified by the individual administration from the following list: - ROF, COF, TIM, HOP, MAS and SDM. will be documented and will be operational use.</i>		
ATC17-ASP04	Upgrade and put into service ATC system to support electronic dialogue procedure in Coordination process	[IDP]	by:12-2018
BHANSA	Future BH ACC		Planned
1	Ground systems have been upgraded with the functions to support electronic dialogue procedure in Coordination process using OLDI messages, as identified by the individual administration from the following list: - RAP, RRV, CDN, ACP, RJC and SBY.	No	12/2018
	Explain situation/plans		
	<i>Ground systems will be upgraded with the functions to support electronic dialogue procedure in Coordination process using OLDI messages, as identified by the individual administration from the following list: - RAP, RRV, CDN, ACP, RJC and SBY.</i>		
2	The technical file (TF) with evidences of compliance and the EC declaration of verification of systems (DoV) has been delivered to the competent National Supervisory Authority (NSA).	No	12/2018
	Explain situation/plans		
	<i>The technical file (TF) with evidences of compliance and the EC declaration of verification of systems (DoV) will be delivered to the competent National Supervisory Authority (NSA).</i>		
3	The functions to support the coordination process as identified by the individual administration from the following list: - RAP, RRV, CDN, ACP, RJC and SBY; have been documented and are in operational use.	No	12/2018
	Explain situation/plans		
	<i>The functions to support the coordination process as identified by the individual administration from the following list: - RAP, RRV, CDN, ACP, RJC and SBY; will be documented and are in operational use.</i>		
ATC17-ASP05	Train ATC staff for applying electronic dialogue procedure	[IDP]	by:12-2018
BHANSA	-		Planned
1	The training plans have been updated and a training package has been developed by the ANSP for the use of electronic dialogue procedure	No	12/2018
	Explain situation/plans		
	<i>The training plans will be updated and a training package will be developed by the ANSP for the use of electronic dialogue procedure.</i>		

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COM09	Migrate ground international or regional X.25 data networks or services to the Internet Protocol (IP) (By:12-2014)	[IDP]	Late
<i>BA is committed to implement the objective. No x25 data networks are used. The migration to IP is completed.</i>			12-2014
REG (By:12-2010)			Late
<i>BA is committed to implement the objective. The migration to IP is completed.</i>		-	12-2014
COM09-REG01	Notify relevant National ANSPs of the mandate to migrate to IPv6		by:07-2010
BHDCA	-		Late
1	The notification will be issued upon the establishment of the new ANSP, on course of 2014.		12/2014
COM09-REG02	Inform the European Commission and the EUROCONTROL Agency of the planned means & dates of compliance of the National ANSPs		by:12-2010
BHDCA	-		Late
1	The notification will be done in 2014.		12/2014
ASP (By:12-2014)			Planned
<i>A new national ANSP is expected to implement this SLoA fully. No X25 data networks are used. The migration to IP is complete. Existing IP shall be further developed.</i>		-	12-2014
COM09-ASP01	Migrate international or regional X.25 data networking facilities and/or services to IP	[IDP]	by:07-2010
BHANSA	-		Completed
1	A new national ANSP is expected to implement this SLoA fully. No X25 data networks are used. The migration to IP is complete		12/2012
COM09-ASP03	Migrate international or regional X.25 data networking facilities and/or services to IPv6	[IDP]	by:12-2014
BHANSA	-		Planned
1	The new national ANSP is expected to implement this SLoA. Only tentative plan at present.		12/2014
MIL (By:12-2014)			Not Applicable
<i>Military do not provide service to civil flights</i>		-	-
COM09-ASP01	Migrate international or regional X.25 data networking facilities and/or services to IP	[IDP]	by:07-2010
Mil. Authority	-		Not Applicable
COM09-ASP03	Migrate international or regional X.25 data networking facilities and/or services to IPv6	[IDP]	by:12-2014
Mil. Authority	-		Not Applicable

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COM10	Migrate from AFTN to AMHS (By:12-2014)		Planned
<i>Will be completed end of 2014.</i>			12-2014
ASP (By:12-2014)			Planned
<i>Will be completed in end of 2014.</i>		<i>National ATM Upgrade</i>	<i>12-2014</i>
COM10-ASP01	Implement AMHS capability (Basic ATSMHS) and gateway facilities to AFTN		by:12-2011
BHANSA	-		Completed
1	Implement AMHS capabilities.		09/2011
COM10-ASP02	Implement regional boundary gateways		by:12-2011
BHANSA	-		Not Applicable
COM10-ASP03	Enhance AMHS capability (Extended ATSMHS)		by:12-2014
BHANSA	-		Planned
0	No sound plans exist at present.		12/2014
COM10-ASP04	Ensure the conformity of AMHS systems and associated procedures		by:12-2014
BHANSA	-		Completed
0	Implemented in 2011		09/2011
COM10-ASP05	Organise personnel awareness and training		by:12-2014
BHANSA	-		Completed
0	Operational personal trained		09/2011
COM10-ASP06	Participate in AMC activities for ATS Messaging Management		by:12-2014
BHANSA	-		Planned
0	Participation planned as of end 2014		12/2014
MIL (By:12-2014)			Not Applicable
<i>No military ATS units exist in BH.</i>			-
COM10-ASP01	Implement AMHS capability (Basic ATSMHS) and gateway facilities to AFTN		by:12-2011
Mil. Authority	-		Not Applicable
COM10-ASP02	Implement regional boundary gateways		by:12-2011
Mil. Authority	-		Not Applicable
COM10-ASP03	Enhance AMHS capability (Extended ATSMHS)		by:12-2014
Mil. Authority	-		Not Applicable
COM10-ASP04	Ensure the conformity of AMHS systems and associated procedures		by:12-2014
Mil. Authority	-		Not Applicable
COM10-ASP05	Organise personnel awareness and training		by:12-2014
Mil. Authority	-		Not Applicable
COM10-ASP06	Participate in AMC activities for ATS Messaging Management		by:12-2014
Mil. Authority	-		Not Applicable

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COM11	Implementation of Voice over Internet Protocol (VoIP) in ATM (By:12-2020)		Planned
<i>BHANSAs plans to implement VoIP by 2015</i>			12-2020
REG (By:12-2018)			Planned
<i>BHANSAs plans to implement VoIP by 2015</i>			12-2018
COM11-REG01	Conduct safety oversight of the changes		by:12-2018
BHDCA	-		Planned
1	Formal acceptance by the NSA of the proposed changes has been communicated to ANSP. Explain situation/plans <Additional comment>	No	12/2018
ASP (By:12-2020)			Planned
<i>BHANSAs plans to implement VoIP by 2015</i>			12-2020
COM11-ASP01	Develop safety assessment for the changes		by:12-2018
BHANSAs	-		Planned
1	Safety assessment developed ? Explain situation/plans <Additional comment>	No	12/2018
2	The Safety argument for all changes, generated by the deployment of VoIP, has been delivered by the ANSP to the NSA. Explain situation/plans <Additional comment>	No	12/2018
COM11-ASP02	Notify to the Regulator the planned means & date of Initial and Full Operational Capability		by:12-2012
BHANSAs	-		Late
1	The National Regulator has been informed by the ANSP of the planned means & date of Initial and Full Operational Capability. Explain situation/plans <i>Implementation of ATM plan is late, going on activities.</i>	No	12/2015
COM11-ASP03	Upgrade and put into service Voice Communication Systems to support VoIP inter-centre telephony		by:12-2020
BHANSAs	-		Planned
1	Voice communications systems have been upgraded. Explain situation/plans <Additional comment>	No	12/2015
2	The technical file (TF) with evidences of compliance and the EC declaration of verification of systems (DoV) has been delivered to the competent National Supervisory Authority (NSA). Explain situation/plans <Additional comment>	No	12/2015
3	Upgraded voice communication systems have been put into service. Explain situation/plans <Additional comment>	No	12/2015
COM11-ASP04	Upgrade and put into service Voice Communication Systems to support VoIP links to the ground radio stations		by:12-2020
BHANSAs	-		Planned
1	Voice communications systems upgraded. Explain situation/plans <Additional comment>	No	12/2020
2	The technical file (TF) with evidences of compliance and the EC declaration of verification of systems (DoV) has been delivered to the competent National Supervisory Authority (NSA). Explain situation/plans <Additional comment>	No	12/2020
3	Upgraded voice communication systems put into service. Explain situation/plans <Additional comment>	No	12/2020
MIL (By:12-2020)			Not Applicable
<i>Military do not provide service to civil flights</i>			-

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COM11-ASP01	Develop safety assessment for the changes		by:12-2018
Mil. Authority	-		Not Applicable
1	Safety assessment developed ? Rationale for N/A <i>No requirements.</i>	N/A	-
2	The Safety argument for all changes, generated by the deployment of VoIP, has been delivered by the ANSP to the NSA. Rationale for N/A <i>No requirements.</i>	N/A	-
COM11-ASP02	Notify to the Regulator the planned means & date of Initial and Full Operational Capability		by:12-2012
Mil. Authority	-		Not Applicable
1	The National Regulator has been informed by the ANSP of the planned means & date of Initial and Full Operational Capability. Rationale for N/A <i>No requirements.</i>	N/A	-
COM11-ASP03	Upgrade and put into service Voice Communication Systems to support VoIP inter-centre telephony		by:12-2020
Mil. Authority	-		Not Applicable
1	Voice communications systems have been upgraded. Rationale for N/A <i>There is no system upgrade plan.No technic and operational requirements.</i>	N/A	-
2	The technical file (TF) with evidences of compliance and the EC declaration of verification of systems (DoV) has been delivered to the competent National Supervisory Authority (NSA). Rationale for N/A <i>There is no system upgrade plan.No technic and operational requirements.</i>	N/A	-
3	Upgraded voice communication systems have been put into service. Rationale for N/A <i>There is no system upgrade plan.No technic and operational requirements.</i>	N/A	-
COM11-ASP04	Upgrade and put into service Voice Communication Systems to support VoIP links to the ground radio stations		by:12-2020
Mil. Authority	-		Not Applicable
1	Voice communications systems upgraded. Rationale for N/A <i>There is no system upgrade plan.No technic and operational requirements..</i>	N/A	-
2	The technical file (TF) with evidences of compliance and the EC declaration of verification of systems (DoV) has been delivered to the competent National Supervisory Authority (NSA). Rationale for N/A <i>There is no system upgrade plan.No technic and operational requirements.</i>	N/A	-
3	Upgraded voice communication systems put into service. Rationale for N/A <i>There is no system upgrade plan.No technic and operational requirements.</i>	N/A	-

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ENV01	Implement Continuous Descent Operations (CDO) techniques for environmental improvements (By:12-2013)	[IDP]	Late
LQSA - Sarajevo			
<i>Planned for its implementation in 2014.</i>			12-2014
<i>Depend on airport implementation on this objective in 2014.</i>			
ASP (By:12-2013)			Late
<i>Planned for its implementation in 2014.</i>			<i>12-2014</i>
ENV01-ASP01	Coordinate activities and implement rules and procedures for the application of CDO techniques whenever practicable in Approach Control Service in close co-operation with aircraft operators	[IDP]	by:12-2013
BHANSA	-		Late
1	Provide the tactical and operational situational awareness support to allow aircrew to apply BCDA.		12/2014
ENV01-ASP02	Train controllers in the application of CDO techniques whenever practicable	[IDP]	by:12-2013
BHANSA	-		Late
1	Train controllers in the application of BCDA.		11/2014
APO (By:12-2013)			Late
<i>Planned for its implementation in 2014.</i>			<i>12-2014</i>
ENV01-APO01	Support CDO measures, implement monitoring of performance and feedback to ANSP and users where equipment is available. Provide the main link with the local community	[IDP]	by:12-2013
SARAJEVO Airport	-		Late
1	Select (in partnership with ANSP and airlines) the most appropriate form of BCDA from guidance material, to co-ordinate activities and to report performance feedback to allow continual improvement.		12/2014
2	[If CDA is implemented, please confirm the period for which you offer CDA to pilots? Night time only / Day-time only / 24 hours, as traffic density allows / 24 hours, majority of flights offered a CDA]		12/2014
3	[If CDA is implemented, what % of total airport arrivals (approximatively) are achieving a CDA profile? Select one among 0-20% / 20-40% / 40-60% / 60-80% / 80-100% or provide any more precise figure]		12/2014
4	[If CDA is implemented, please indicate whether the monitoring results are being regularly reported to all Stakeholders involved? Y/N,] [and if Y (above) please indicate which type of results (e.g. fuel consumption, noise, emissions)? Note: Monitoring of performance is not compulsory for SLoA <completed> progress but is recommended for best practice.]		12/2014
5	[If CDA is implemented, what % of Airlines are being active at your airport in applying CDA?]		12/2014

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ENV02	Implement Collaborative Environmental Management (CEM) at Airports (By:12-2016)		Planned
LQSA - Sarajevo			
<i>Sarajevo airport has a manager dealing with environmental issues and the airport is ISO 14001 certified.</i>			12-2016
ASP (By:12-2016)			Planned
<i>Sarajevo airport has a manger dealing with environmental issues and the airport is ISO 14001 certified</i>		-	12-2016
ENV02-ASP01	Participate actively in formal partnership working arrangements with the Airport and Aircraft Operators to manage and control environmental impacts of air traffic procedures in and around the airport.		by:12-2015
BHANSA	-		Planned
1	Minimise environmental impact and secure or safeguard ATM capacity in the light of environmental regulations in accordance with guidelines		12/2015
ENV02-ASP02	Train controllers in the environmental implications of aircraft operations		by:12-2016
BHANSA	-		Planned
1	Provide a regular training course in accordance with demand		12/2016
MIL (By:12-2015)			Not Applicable
<i>The Sarajevo airport is not a military airport</i>		-	12-2016
ENV02-APO01	Initiate and Participate actively in the formal partnership arrangements with the ANSP and Aircraft Operators to control environmental impact of air traffic procedures		by:12-2015
Mil. Authority	-		Not Applicable
ENV02-USE01	Participate actively in the formal partnership arrangements with the ANSP and Airport to control the environmental impact of aircraft movements		by:12-2015
Mil. Authority	-		Not Applicable
APO (By:12-2016)			Planned
<i>Sarajevo airport has a manger dealing with environmental issues and the airport is ISO 14001 certified</i>		-	12-2016
ENV02-APO01	Initiate and Participate actively in the formal partnership arrangements with the ANSP and Aircraft Operators to control environmental impact of air traffic procedures		by:12-2015
SARAJEVO Airport	-		Planned
1	Minimise environmental impact and secure or safeguard ATM capacity in the light of environmental regulations in accordance with guidelines		12/2015
ENV02-APO02	Ensure appropriate and relevant performance information availability at Airports		by:12-2016
SARAJEVO Airport	-		Planned
1	Report the airport environmental performance		12/2016
ENV02-APO03	Ensure appropriate Airport procedures and, if required, relevant infrastructures needed to manage and mitigate pollution due to de icing activities		by:12-2016
SARAJEVO Airport	-		Planned
1	Planned		11/2016
ENV02-APO04	Train Airport Operational staff in the environmental implications of aircraft operations		by:12-2016
SARAJEVO Airport	-		Planned
1	Planned		12/2016

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FCM01	Implement enhanced tactical flow management services (By:12-2006)	[Essential]	Late
<i>The implementation of a new ATM system, planned for 2014, will provide capabilities for achieving this objective.</i>			12-2014
ASP (By:12-2006)			Late
<i>The new system will go operational by the end of 2014</i>		-	12-2014
FCM01-ASP01	Supply ETFMS with Basic Correlated Position Data		by:12-2004
BHANSAs	Future BH ACC		Late
0	The installation of future BH ATM System will provide capabilities to supply ETFMS with basic correlated position data.		12/2014
FCM01-ASP02	Supply ETFMS with Standard Correlated Position Data		by:12-2006
BHANSAs	Future BH ACC		Late
0	The installation of future BH ATM System will provide capabilities to supply ETFMS with basic correlated position data.		12/2014
FCM01-ASP03	Receive and process ATFM data from the NM		by:12-2001
BHANSAs	Future BH ACC		Late
0	New system will have capabilities of automatic presentation of ATFM data to the controllers.		12/2014
0	Currently, ATFM data from CFMU are presented manually to the controllers.		12/2014
FCM01-ASP04	Inform NM of flight activations and estimates for ATFM purposes		by:12-1999
BHANSAs	Future BH ACC		Late
0	The installation of a new ATM System will provide for an automatic notification of CFMU on flight activations in the system.		12/2014
FCM01-ASP06	Inform NM of re-routings inside FDPA for ATFM purposes		by:12-2006
BHANSAs	Future BH ACC		Late
0	The new system will be capable of providing such information to the extent necessary.		12/2014
FCM01-ASP07	Inform NM of aircraft holding for ATFM purposes		by:12-2006
BHANSAs	Future BH ACC		Late
0	The new system will be capable of providing such information to the extent necessary.		12/2014
FCM01-ASP08	Supply NM with Departure Planning Information (DPI)		by:
BHANSAs	Future BH ACC		Late
0	The new system will be capable of providing such information to the extent necessary.		12/2014
MIL (By:12-2001)			Not Applicable
<i>Military do not provide service to civil flights</i>		-	12-2013
FCM01-ASP03	Receive and process ATFM data from the NM		by:12-2001
Mil. Authority	-		Not Applicable

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FCM03	Implement collaborative flight planning (By:12-2015)	[IDP] [Essential]	Planned
<i>By implementing a new ATM system, this objective will become achievable. In the mean time it remains planned at least until 2015.</i>			12-2015
ASP (By:12-2015)			Planned
<i>The objective will be met by the implementation of the new ATM system in 2015.</i>		-	12-2015
FCM03-ASP01	Provide flight plan message processing in ICAO format		by:12-1995
BHANSNA	Future BH ACC		Late
0	Will be achieved by the new system.		12/2014
FCM03-ASP02	Automatically process FPLs derived from RPLs		by:12-1995
BHANSNA	Future BH ACC		Late
0	Will be achieved by the new system.		12/2014
FCM03-ASP03	Provide flight plan message processing in ADEXP format		by:12-2012
BHANSNA	Future BH ACC		Late
0	Will be achieved by the new system.		12/2014
FCM03-ASP04	Processing of APL and ACH messages		by:12-1999
BHANSNA	Future BH ACC		Late
0	This functionality will be achieved by the new ATM system.		12/2014
FCM03-ASP05	Automatically provide AFP for missing flight plans	[IDP]	by:12-2015
BHANSNA	Future BH ACC		Planned
0	This functionality will be achieved by the new ATM system.		12/2015
FCM03-ASP06	Automatically provide AFP message for change of route	[IDP]	by:12-2015
BHANSNA	Future BH ACC		Planned
0	This functionality will be achieved by the new ATM system.		12/2015
FCM03-ASP07	Automatically provide AFP message for a diversion	[IDP]	by:12-2015
BHANSNA	Future BH ACC		Planned
0	This functionality will be achieved by the new ATM system.		12/2015
FCM03-ASP08	Provide AFP message for a change of flight rules or flight type		by:12-2015
BHANSNA	Future BH ACC		Planned
0	This functionality will be achieved by the new ATM system.		12/2015
FCM03-ASP09	Provide AFP message for a change of requested cruising level		by:12-2015
BHANSNA	Future BH ACC		Planned
0	This functionality will be provided by the new ATM system.		12/2015
FCM03-ASP10	Provide AFP messages in ADEXP format		by:12-2015
BHANSNA	Future BH ACC		Planned
0	This functionality will be provided by the new ATM system.		12/2015
FCM03-ASP11	Use IFPLID in all messages to ETFMS		by:12-2015
BHANSNA	Future BH ACC		Planned
0	This functionality will be provided by the new ATM system.		12/2015
FCM03-ASP13	Automatically provide AFP message for change of aircraft type	[IDP]	by:12-2015
BHANSNA	Future BH ACC		Planned
0	This functionality will be provided by the new ATM system.		12/2015
FCM03-ASP14	Automatically provide AFP message for change of aircraft equipment	[IDP]	by:12-2015
BHANSNA	Future BH ACC		Planned
0	This functionality will be provided by the new ATM system.		12/2015
MIL (By:12-2015)			Not Applicable
<i>Military do not provide service to civil flights</i>		-	12-2015
FCM03-ASP11	Use IFPLID in all messages to ETFMS		by:12-2015
Mil. Authority	-		Not Applicable

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FCM04	Implementation of Short Term ATFCM Measures - phase 1 (By:12-2015) (Outside Applicability Area)	[IDP] [Essential]	Not Applicable
Outside applicability area.			-
REG (By:12-2015)			Not Applicable
-			-
FCM04-REG01	Review, as appropriate, the safety argument of the changes imposed by the implementation of Short Term ATFCM Measures Phase 1		by:12-2015
BHDCA	-		Not Applicable
1	Notification of the acceptance, or the non-acceptance, of the change under consideration has been communicated to the ANSP. If Y, Ref. Communication of acceptance - If N, Explain situation/plans - If N/A, Rationale for N/A <Additional comment>	Y/N/N/A	-
ASP (By:12-2015)			Not Applicable
-			-
FCM04-ASP01	Availability of demand-capacity balancing tools via CHMI	[IDP]	by:12-2015
BHANSA	-		Not Applicable
1	The tools supporting STAM phase 1 have been implemented. If N, Explain situation/plans - If N/A, Rationale for N/A <Additional comment>	Y/N/N/A	-
FCM04-ASP02	Provision of ANSPs sector and traffic occupancy parameters data to NM	[IDP]	by:12-2015
BHANSA	-		Not Applicable
1	Local sector and occupancy counts parameters are provided to NM. If N, Explain situation/plans - If N/A, Rationale for N/A <Additional comment>	Y/N/N/A	-
FCM04-ASP03	Implement FCM Procedures to enable application of flow management techniques on traffic streams closer to real-time and including more accurate assessment of forecast sector loads and cooperative management of groups of sectors and ATCO resources.	[IDP]	by:12-2015
BHANSA	-		Not Applicable
1	Operational procedures are available. If N, Explain situation/plans - If N/A, Rationale for N/A <Additional comment>	Y/N/N/A	-
FCM04-ASP04	Develop, and deliver as necessary, a safety assessment of the changes imposed by the implementation of Short Term ATFCM Measures Phase 1	[IDP]	by:12-2015
BHANSA	-		Not Applicable
1	Safety argument addressing the implementation of Short Term ATFCM Measures Phase 1, as required by the implementation of the ESSIP objective, has been developed. If N, Explain situation/plans - If N/A, Rationale for N/A <Additional comment>	Y/N/N/A	-
2	Safety argument addressing the implementation of Short Term ATFCM Measures Phase 1, as required by the implementation of the ESSIP objective, has been delivered to the Regulator/NSA/Competent Authority, as appropriate, depending on the severity of the identified risks or the introduction of new aviation standards. If N, Explain situation/plans - If N/A, Rationale for N/A <Additional comment>	Y/N/N/A	-

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FCM05	Implementation of interactive rolling NOP (By:12-2016)	[IDP] [Essential]	Planned
<i>The elements and formats of the NOP will be established taking into account the requirements of the users.</i>			12-2016
REG (By:12-2016)			Planned
<i>Analyse of the safety cases, review of the safety arguments.</i>		-	12-2016
FCM05-REG01	Review, as appropriate, the safety argument of the changes to the ASM system, supporting the implementation of interactive Rolling NOP by the NM		by:12-2016
BHDCA	-		Planned
	1 Notification of the acceptance, or the non-acceptance, of the change under consideration has been communicated to the ANSP. Explain situation/plans <Additional comment>	No	12/2016
ASP (By:12-2016)			Planned
<i>Develop interface between the local/regional automated ASM support system and the NM system.</i>		-	12-2015
FCM05-ASP01	Upgrade the automated ASM support system with the capability of AIXM 5.1 B2B data exchange with NM	[IDP]	by:12-2016
BHANSA	-		Planned
	1 Local/regional automated ASM support systems have been developed or upgraded with an interface using AIXM 5.1 B2B. Explain situation/plans <Additional comment>	No	12/2015
FCM05-ASP02	Perform an integration of the automated ASM support systems with the Network	[IDP]	by:12-2016
BHANSA	-		Planned
	1 Local/regional ASM support systems using AIXM 5.1 B2B have been integrated with NM. Explain situation/plans <Additional comment>	No	12/2015
FCM05-ASP03	Produce a safety assessment on the upgrade of automated ASM support systems to the AIXM 5.1 capability	[IDP]	by:12-2016
BHANSA	-		Planned
	1 Safety argument addressing the implementation of changes to the automated ASM support systems, as required by the ESSIP objective, has been developed. Explain situation/plans <Additional comment>	No	12/2015
	2 The safety argument addressing the implementation of changes to the automated ASM support systems, as required by the ESSIP objective, has been delivered to the Regulator/NSA/Competent Authority, as appropriate, depending on the severity of the identified risks or the introduction of new aviation standards. Explain situation/plans <Additional comment>	No	12/2015
MIL (By:12-2016)			Not Applicable
<i>n/a</i>		-	-
FCM05-ASP01	Upgrade the automated ASM support system with the capability of AIXM 5.1 B2B data exchange with NM	[IDP]	by:12-2016
Mil. Authority	-		Not Applicable
	1 Local/regional automated ASM support systems have been developed or upgraded with an interface using AIXM 5.1 B2B. Rationale for N/A <Additional comment>	N/A	-
FCM05-ASP02	Perform an integration of the automated ASM support systems with the Network	[IDP]	by:12-2016
Mil. Authority	-		Not Applicable

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	1	Local/regional ASM support systems using AIXM 5.1 B2B have been integrated with NM. Rationale for N/A <Additional comment>	N/A	-
FCM05-USE01		Provide the required data to the Network Manager for DDR		by:12-2016
Mil. Authority		-		Not Applicable
	1	Scheduled flight information is provided. Rationale for N/A <Additional comment>	N/A	-
APO (By:12-2016)				Planned
		-	-	12-2016
FCM05-APO01		Provide the required data to the Network Manager for DDR		by:12-2016
SARAJEVO Airport		-		Planned
	1	Airport slot information provided to DDR. Explain situation/plans <Additional comment>	No	12/2016

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INF04	Implement integrated briefing (By:12-2012)		Late
<i>The implementation of flexible provision and presentation of data which are required during the pre-flight phase for the preparation and execution of a flight is planned for 2014. The new BH ATM System will enable implementation.</i>			12-2014
ASP (By:12-2012)			Late
<i>The implementation of flexible provision and presentation of data which are required during the pre-flight phase for the preparation and execution of a flight is planned for 2014. The new BH ATM System will enable implementation.</i>		National ATM Upgrade	12-2014
INF04-ASP01	Implement and provide integrated briefing function		by:12-2012
BHANS	-		Late
0	The implementation and providing integrated briefing function is planned for 2014.		12/2014
MIL (By:12-2012)			Not Applicable
<i>Military do not provide service to civil flights</i>			-
INF04-ASP01	Implement and provide integrated briefing function		by:12-2012
Mil. Authority	-		Not Applicable

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ITY-ADQ	<p>Ensure quality of aeronautical data and aeronautical information Timescales: 02-2010 (Entry into force of the regulation) 07-2013 (Article 5(4)(a), Article 5(4)(b) and Article 6 to 13 applicable as from) 07-2014 (Article 4, Article5(1) and Article 5(2), Article 5(3) and Article 5(4)(c) applicable as from) 07-2017 (Fully applicable as from)</p>	[Essential]	Planned
<p>Regulation (EU) 73/2010 will be transposed at the end of 2014. Complete implementation depends on BHANSA plans and actions.</p>			07-2017
REG (By:07-2017)			Planned
<p>Regulation (EU) 73/2010 will be transposed in 2014. Complete implementation plan depends on the prerequisites stated under implementation issues. Upon preconditions fulfilled, BHANSA would need to adjust its plans and actions. The identified implementation issues: - national legal framework/ policy/guidance,</p>		-	07-2017
ITY-ADQ-REG01	Verify the compliance with data quality requirements and supervise safety assessments		by:07-2013
BHDCA			Late
1	<p>An EN ISO 9001 certificate has been submitted to the NSA by relevant organisations. Explain situation/plans <i>The ANSP is preparing its ISO 9001 certificate</i></p>	No	12/2014
2	<p>(For ANSPs, APOs and IND certified as ANS): A safety assessment report, including safety arguments where applicable, has been received and reviewed. Explain situation/plans <i>Planned</i></p>	No	12/2014
3	<p>(For ANSPs, APOs and IND certified as ANS): Proposed changes have been accepted and formally notified to the relevant organisation. Explain situation/plans <i>No proposed changes yet</i></p>	No	12/2014
4	<p>(For ANSPs, APOs and IND certified as ANS): An EC declaration of verification of systems and technical file containing evidence of compliance with the relevant regulatory provisions and with the relevant parts of EUROCONTROL specifications or other acceptable means of compliance received and assessed. Explain situation/plans <i>Will be done in 2014.</i></p>	No	12/2014
ITY-ADQ-REG02	Verify the establishment of formal arrangements		by:07-2013
BHDCA			Late
1	<p>Formal arrangements have been established and signed by relevant parties. Explain situation/plans <i>Will be done in 2014.</i></p>	No	06/2014
ITY-ADQ-REG03	Verify the compliance with the common dataset specifications and the data exchange format requirements		by:07-2014
BHDCA			Planned
1	<p>(For ANSPs, APOs and IND certified as ANS): A safety assessment report, including safety arguments where applicable, has been received and reviewed. Explain situation/plans <i>Planned to be implemented before the objective target date</i></p>	No	06/2014
2	<p>(For ANSPs, APOs and IND certified as ANS): Proposed changes have been accepted and formally notified to the relevant organisations. Explain situation/plans <i>Planned to be implemented before the objective target date</i></p>	No	06/2014

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	3	(For ANSPs, APOs and IND certified as ANS): An EC declaration of verification of systems and technical file containing evidence of compliance with the relevant regulatory provisions and with the relevant parts of EUROCONTROL specifications or other acceptable means of compliance has been received and assessed. Explain situation/plans <i>Planned to be implemented before the objective target date</i>	No	06/2014
ITY-ADQ-REG04		Verify that all parties comply with all data requirements		by:07-2017
BHDCA		-		Planned
	1	All parties publishing aeronautical data and/or aeronautical information comply with all the requirements set in Regulation (EU) No 73/2010 and an according statement of compliance has been received. Explain situation/plans <i>Will be conducted in 1st Q 2017</i>	No	07/2017
ASP (By:07-2017)				Planned
		<i>Implementation planned. Complete implementation plan depends on the prerequisites stated under implementation issues. BHANSA would need to adjust its plans and actions.</i>	-	07-2017
ITY-ADQ-ASP01		Implement data quality and process requirements		by:07-2013
BHANSA		-		Late
	1	Data quality requirements have been implemented and are documented for verification and audit. Explain situation/plans <i>Implementation of Regulation 73/2010 by BHANS-a will be done in 2015.</i>	No	12/2015
	2	A safety assessment report, including safety arguments where applicable, has been provided to the NSA. Explain situation/plans <i>Implementation of Regulation 73/2010 by BHANS-a will be done in 2015.</i>	No	12/2015
	3	The introduction of the change into service was accepted by the NSA and a notification of acceptance has been received. Explain situation/plans <i>Implementation of Regulation 73/2010 by BHANS-a will be done in 2015, trough certification process.</i>	No	12/2015
	4	An EC declaration of verification of systems and a technical file containing evidence of compliance with the relevant regulatory provisions and with the relevant parts of EUROCONTROL specifications or other acceptable means of compliance has been submitted to the NSA. Explain situation/plans <i>Implementation of Regulation 73/2010 by BHANS-a will be done in 2015, trough certification process.</i>	No	12/2015
ITY-ADQ-ASP02		Establish formal arrangements		by:07-2013
BHANSA		-		Late
	1	Formal arrangements signed by all relevant parties have been established. Explain situation/plans <i>Implementation of Regulation 73/2010 by BHANS-a will be done in 2015, trough certification process.</i>	No	12/2015
ITY-ADQ-ASP03		Establish consistency mechanisms and implement timeliness requirements		by:07-2013
BHANSA		-		Late
	1	Mechanisms ensuring consistency and, if relevant, annotating AIP items not meeting the data quality requirements have been established and documented Explain situation/plans <i>Implementation of Regulation 73/2010 by BHANS-a will be done in 2015, trough certification process.</i>	No	12/2015
ITY-ADQ-ASP04		Implement personnel and performance requirements		by:07-2013
BHANSA		-		Late
	1	Awareness material and training records have been published. Explain situation/plans <i>Implementation of Regulation 73/2010 by BHANS-a will be done in 2015, trough certification process.</i>	No	12/2015
	2	Competence requirements for staff have been met. Explain situation/plans <i>Implementation of Regulation 73/2010 by BHANS-a will be done in 2015, trough certification process.</i>	No	12/2015
	3	Operating manuals have been provided.	No	12/2015

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	Explain situation/plans <i>Implementation of Regulation 73/2010 by BHANS-a will be done in 2015, through certification process.</i>		
4	Security clearances for authorised staff have been provided. Explain situation/plans <i>Implementation of Regulation 73/2010 by BHANS-a will be done in 2015, through certification process.</i>	No	12/2015
ITY-ADQ-ASP05	Implement a quality management system and fulfil safety and security objectives		by:07-2013
BHANSa	-		Late
1	A quality management system meeting the safety and security management objectives has been implemented, documented and is maintained. Explain situation/plans <i>Implementation of Regulation 73/2010 by BHANS-a will be done in 2015, through certification process.</i>	No	12/2015
2	An EN ISO 9001 certificate has been obtained. Explain situation/plans <i>Implementation of Regulation 73/2010 by BHANS-a will be done in 2015, through certification process.</i>	No	12/2015
3	Documentation related to certification has been provided to the NSA. Explain situation/plans <i>Implementation of Regulation 73/2010 by BHANS-a will be done in 2015, through certification process.</i>	No	12/2015
4	Access authorisations have been provided. Explain situation/plans <i>Implementation of Regulation 73/2010 by BHANS-a will be done in 2015, through certification process.</i>	No	12/2015
ITY-ADQ-ASP06	Implement the common dataset and digital exchange format		by:07-2014
BHANSa	-		Late
1	The common dataset and digital exchange format requirements have been implemented. Explain situation/plans <i>Implementation of Regulation 73/2010 by BHANS-a will be done in 2015, through certification process.</i>	No	06/2015
2	A safety assessment report, including safety arguments where applicable, has been provided to the NSA. Explain situation/plans <i>Implementation of Regulation 73/2010 by BHANS-a will be done in 2015, through certification process.</i>	No	06/2015
3	The introduction of the change into service was accepted by the NSA and a notification of acceptance has been received. Explain situation/plans <i>Implementation of Regulation 73/2010 by BHANS-a will be done in 2015, through certification process.</i>	No	06/2015
4	An EC declaration of verification of systems and a technical file containing evidence of compliance with the relevant regulatory provisions and with the relevant parts of EUROCONTROL specifications or other acceptable means of compliance has been submitted to the NSA. Explain situation/plans <Additional comment>	No	06/2015
ITY-ADQ-ASP07	Implement all data requirements		by:07-2017
BHANSa	-		Planned
1	All electronic data is compliant to all requirements and a statement of compliance has been provided to the NSA. Explain situation/plans <i>Implementation of Regulation 73/2010 by BHANS-a will be done in 2017, through certification process.</i>	No	03/2017
MIL (By:07-2017)			Not Applicable
<i>Mil provide data (originate) for military zones, restricted areas. Some are published in the AIP some by NOTAM. There is no national framework for oversight.</i>		-	07-2017
ITY-ADQ-REG02	Verify the establishment of formal arrangements		by:07-2013
Mil. Authority	-		Not Applicable
1	Formal arrangements have been established and signed by relevant parties. Rationale for N/A N/A	N/A	-
ITY-ADQ-ASP01	Implement data quality and process requirements		by:07-2013
Mil. Authority	-		Not Applicable

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	1	Data quality requirements have been implemented and are documented for verification and audit.	N/A	-
		Rationale for N/A		
		N/A		
	2	A safety assessment report, including safety arguments where applicable, has been provided to the NSA.	N/A	-
		Rationale for N/A		
		N/A		
	3	The introduction of the change into service was accepted by the NSA and a notification of acceptance has been received.	N/A	-
		Rationale for N/A		
		<Additional comment>		
	4	An EC declaration of verification of systems and a technical file containing evidence of compliance with the relevant regulatory provisions and with the relevant parts of EUROCONTROL specifications or other acceptable means of compliance has been submitted to the NSA.	N/A	-
		Rationale for N/A		
		N/A		
ITY-ADQ-ASP02		Establish formal arrangements		by:07-2013
Mil. Authority		-		Not Applicable
	1	Formal arrangements signed by all relevant parties have been established.	N/A	-
		Rationale for N/A		
		N/A		
ITY-ADQ-ASP03		Establish consistency mechanisms and implement timeliness requirements		by:07-2013
Mil. Authority		-		Not Applicable
	1	Mechanisms ensuring consistency and, if relevant, annotating AIP items not meeting the data quality requirements have been established and documented	N/A	-
		Rationale for N/A		
		N/A		
ITY-ADQ-ASP04		Implement personnel and performance requirements		by:07-2013
Mil. Authority		-		Not Applicable
	1	Awareness material and training records have been published.	N/A	-
		Rationale for N/A		
		N/A		
	2	Competence requirements for staff have been met.	N/A	-
		Rationale for N/A		
		N/A		
	3	Operating manuals have been provided.	N/A	-
		Rationale for N/A		
		N/A		
	4	Security clearances for authorised staff have been provided.	N/A	-
		Rationale for N/A		
		N/A		
ITY-ADQ-ASP05		Implement a quality management system and fulfil safety and security objectives		by:07-2013
Mil. Authority		-		Not Applicable
	1	A quality management system meeting the safety and security management objectives has been implemented, documented and is maintained.	N/A	-
		Rationale for N/A		
		N/A		
	2	An EN ISO 9001 certificate has been obtained.	N/A	-
		Rationale for N/A		
		N/A		
	3	Documentation related to certification has been provided to the NSA.	N/A	-
		Rationale for N/A		
		N/A		
	4	Access authorisations have been provided.	N/A	-
		Rationale for N/A		

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	N/A		
ITY-ADQ-ASP06	Implement the common dataset and digital exchange format		by:07-2014
Mil. Authority	-		Not Applicable
1	The common dataset and digital exchange format requirements have been implemented. Rationale for N/A N/A	N/A	-
2	A safety assessment report, including safety arguments where applicable, has been provided to the NSA. Rationale for N/A N/A	N/A	-
3	The introduction of the change into service was accepted by the NSA and a notification of acceptance has been received. Rationale for N/A N/A	N/A	-
4	An EC declaration of verification of systems and a technical file containing evidence of compliance with the relevant regulatory provisions and with the relevant parts of EUROCONTROL specifications or other acceptable means of compliance has been submitted to the NSA. Rationale for N/A N/A	N/A	-
ITY-ADQ-ASP07	Implement all data requirements		by:07-2017
Mil. Authority	-		Not Applicable
1	All electronic data is compliant to all requirements and a statement of compliance has been provided to the NSA. Rationale for N/A N/A	N/A	-
APO (By:07-2017)			Planned
<i>Implementation planned, the 1st phase will be completed by the end of 2014.</i>		-	07-2017
ITY-ADQ-APO01	Implement data quality and process requirements		by:07-2013
SARAJEVO Airport	-		Late
1	Data quality requirements have been implemented and are documented for verification and audit. Explain situation/plans <i>Data quality requirements will be implemented.</i>	No	12/2014
2	(For APOs certified as ANS): A safety assessment report, including safety arguments where applicable, has been provided to the NSA. Explain situation/plans <i>A safety assessment report, including safety arguments where applicable, has not been provided to the NSA.</i>	No	12/2014
3	(For APOs certified as ANS): The introduction of the change into service was accepted by the NSA and a notification of acceptance has been received. Explain situation/plans <i>The introduction of the change into service was not accepted by the NSA and a notification of acceptance has not been received.</i>	No	12/2014
4	(For APOs certified as ANS): An EC declaration of verification of systems and a technical file containing evidence of compliance with the relevant regulatory provisions and with relevant parts of EUROCONTROL specifications or other acceptable means of compliance has been submitted to the NSA. Explain situation/plans <i>An EC declaration of verification of systems and a technical file containing evidence of compliance with the relevant regulatory provisions and with relevant parts of EUROCONTROL specifications or other acceptable means of compliance has not been submitted to the NSA.</i>	No	12/2014
ITY-ADQ-APO02	Implement personnel and performance requirements		by:07-2013
SARAJEVO Airport	-		Late
1	Awareness material and training records have been published. Explain situation/plans <i>Awareness material and training records published, partialy.</i>	No	12/2014
2	Competence requirements for staff have been met. Explain situation/plans	No	12/2014

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	<i>Competence requirements for staff met.</i>		
3	Operating manuals have been provided.	No	12/2014
	Explain situation/plans		
	<i>Operating manuals provided.</i>		
4	Security clearances for authorised staff have been provided.	No	12/2014
	Explain situation/plans		
	<i>Security clearances for authorised staff provided.</i>		
ITY-ADQ-APO03	Implement a quality management system and fulfil safety and security objectives		by:07-2013
SARAJEVO Airport	-		Late
1	A quality management system meeting the safety and security management objectives have been implemented, documented and is maintained.	No	12/2014
	Explain situation/plans		
	<i>Datas about quality management system level of implementation, documentations and maintenance missing.</i>		
2	An EN ISO 9001 certificate has been obtained.	No	12/2014
	Explain situation/plans		
	<i>An EN ISO 9001 certificate has been not obtained.</i>		
3	Documentation related to certification has been provided to the NSA.	No	12/2014
	Explain situation/plans		
	<i>Documentation related to certification has been not provided to the NSA</i>		
4	Access authorisations have been provided.	No	12/2014
	Explain situation/plans		
	<i>Unknown data.</i>		
ITY-ADQ-APO04	Implement the common dataset and digital exchange format requirements		by:07-2014
SARAJEVO Airport	-		Planned
1	The common dataset requirements have been implemented.	No	06/2014
	Explain situation/plans		
	<i>Datas about level of implementation of the common dataset requirements missing, planned.</i>		
2	(For APOs certified as ANS): The common digital exchange format requirements have been implemented.	No	06/2014
	Explain situation/plans		
	<i>APO did not certified as ANS.</i>		
3	(For APOs certified as ANS): A safety assessment report, including safety arguments where applicable, has been provided to the NSA.	No	06/2014
	Explain situation/plans		
	<i>APO did not certified as ANS.</i>		
4	(For APOs certified as ANS): The introduction of the change into service was accepted by the NSA and a notification of acceptance has been received.	No	06/2014
	Explain situation/plans		
	<i>APO did not certified as ANS.</i>		
5	(For APOs certified as ANS): An EC declaration of verification of systems and a technical file containing evidence of compliance with relevant regulatory provisions and with the relevant parts of EUROCONTROL specifications or other acceptable means of compliance has been submitted to the NSA.	No	06/2014
	Explain situation/plans		
	<i>APO did not certified as ANS.</i>		
ITY-ADQ-APO05	Implement all data quality requirements		by:07-2017
SARAJEVO Airport	-		Planned
1	All electronic data is compliant to all requirements and a statement of compliance has been provided to the NSA.	No	07/2017
	Explain situation/plans		
	<i>statement of compliance has been not provided to the NSA.</i>		

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ITY-AGDL	Initial ATC air-ground data link services above FL-285	[IDP] [Essential]	Planned
	Timescales: 02-2009 (Entry into force of regulation) 01-2011 (New aircraft capability) 02-2013 (ATS unit operational capability - Regulation (EC) 29/2009, Annex I, Part A) 02-2015 (ATS unit operational capability - Regulation (EC) 29/2009, Annex I, Part B) 02-2015 (Retrofit aircraft capability)		
BH does not transposed regulation 29/2009.			02-2015
REG (By:02-2015)			Planned
-	-	-	02-2015
ITY-AGDL-REG01	Ensure that safety is assessed before any change to the existing system	[IDP]	by:02-2013 02-2015
BHDCA	-		Planned
1	Will ensure that safety is assessed before any change to the existing system.		02/2015
ITY-AGDL-REG02	Ensure the processing and the distribution of the information on the data link capability by the IFPS		by:02-2013
BHDCA	-		Late
1	Ensure the processing and the distribution of the information on the data link capability by the IFPS.		12/2014
ITY-AGDL-REG03	Ensure the publication of relevant information in the national aeronautical information publication	[IDP]	by:02-2013 02-2015
BHDCA	-		Planned
1	BHDCA will ensure the publication of relevant information in the national aeronautical information publication.		02/2015
ITY-AGDL-REG04	Ensure ATN/VDL-2 availability, security policy and address management procedures		by:02-2013 02-2015
BHDCA	-		Planned
1	Ensure ATN/VDL-2 availability, security policy and address management procedures		02/2015
ITY-AGDL-REG05	Approve the operational use of air-ground data link services		by:02-2013 02-2015
BHDCA	-		Planned
1	Approve the operational use of air-ground data link services.		02/2015
ITY-AGDL-REG06	Notify potential exemption cases to the European Commission		by:12-2012
BHDCA	-		Late
2	Notify potential exemption cases to the European Commission		12/2014
ASP (By:02-2015)			Planned
<i>Depend on BHANSA activities and Plan</i>			02-2015
ITY-AGDL-ASP01	Ensure the conformity of communications, flight data and initial flight plan processing systems and associated procedures	[IDP]	by:02-2013 02-2015
BHANSA	Future BH ACC		Planned
1	No datas.		02/2015
ITY-AGDL-ASP02	Organise personnel awareness and training	[IDP]	by:02-2013 02-2015
BHANSA	Future BH ACC		Planned
1	Future BH ACC is responsible to produce operations manuals and training programmes.		02/2015
ITY-AGDL-ASP03	Ensure ground communication systems comply with air-ground communication requirements		by:02-2013 02-2015
BHANSA	Future BH ACC		Planned
1	Depend on BHANSA.		02/2015
ITY-AGDL-ASP04	Deploy communication infrastructure to handle air-ground data link services	[IDP]	by:02-2013 02-2015
BHANSA	Future BH ACC		Planned
1	Depend on BHANSA.		02/2015
MIL (By:-)			Not Applicable
<i>Military do no provide ATC service to civil flights</i>			-
ITY-AGDL-MIL01	Equip transport-type State aircraft	[IDP]	by:01-2014

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Mil. Authority	-	Not Applicable
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ITY-AGVCS2	<p>Implement air-ground voice channel spacing requirements below FL195</p> <p><u>Timescales:</u> 12-2012 (Entry into force) 11-2013 (New and upgraded radio equipment) 01-2014 (New or upgraded radios on State aircraft) 12-2014 (Interim target for freq. conversions) 12-2017 (All radio equipment) 12-2018 (State aircraft equipped, except those notified to EC) 12-2018 (All frequencies converted) 12-2020 (State aircraft equipped, except those exempted [Art 9(11)])</p>		Planned
	<p>Regulation (EU) No 1079/2012 is not transposed in BH legislation.</p>		12-2018
<p>REG (By:12-2018)</p>			Planned
<p>Will follow national and regional Plan.</p> <p>Regulation (EU) No 1079/2012 is not transposed in BH legislation.</p>		-	12-2017
ITY-AGVCS2-REG01	<p>Ensure radios have 8,33 kHz channel spacing capability</p>		by:12-2017
BHDCA	-		Planned
1	<p>Where applicable, the State has published the additional local exemptions as per Article 14 of Regulation (EU) No 1079/2012.</p> <p>Explain situation/plans</p> <p><i>Regulation (EU) No 1079/2012 is not transposed in BH legislation.</i> <i>Local exemptions (Article 14 of Regulation (EU) No 1079/2012.) not published.</i></p>	No	12/2017
2	<p>From 17 November 2013: Measures have been taken to ensure that all radio equipment put into service or subject to radio upgrades by ANSPs, operators and other users or owners of radios includes the 8,33 kHz channel spacing capability.</p> <p>Explain situation/plans</p> <p><i>Regulation (EU) No 1079/2012 is not transposed in BH legislation.</i></p>	No	12/2017
3	<p>From 17 November 2013: Measures have been taken to ensure that aircraft for which the individual certificates of airworthiness or individual flight permits are first issued from 17 November 2013 and have a radio equipment requirement are fitted with radios having the 8,33 kHz channel spacing capability.</p> <p>Explain situation/plans</p> <p><i>Regulation (EU) No 1079/2012 is not transposed in BH legislation.</i> <i>For the time being, there is no specific requirement.</i></p>	No	12/2017
4	<p>By 31 December 2017: The NSA has evidence that all radios in the State have 8,33 kHz channel spacing capability except where derogations apply and/or exemptions have been granted.</p> <p>Explain situation/plans</p> <p><i>For the time being there is no NSA evidence about 8,33kHz channel spacing capability in BA no derogations or exemptions evidenced.</i></p>	No	12/2017
ITY-AGVCS2-REG02	<p>Ensure the achievement of the interim target for 8,33 kHz frequency conversions</p>		by:12-2014
BHDCA	-		Planned
1	<p>25% target for frequency conversions as per Articles 6(5) to 6(7) of the Regulation notified to the Commission.</p> <p>Explain situation/plans</p> <p><i>Regulation (EU) No 1079/2012 is not transposed in BH legislation.</i> <i>Commission not notified of 25% target.</i></p>	No	12/2014
2	<p>25% target for frequency conversions achieved.</p> <p>Explain situation/plans</p> <p><i>Regulation (EU) No 1079/2012 is not transposed in BH legislation.</i></p>	No	12/2014
3	<p>All OPC frequency assignments converted to 8,33 kHz or, where applicable, OPC frequencies not converted and justification for it notified to the Commission.</p> <p>Explain situation/plans</p> <p><i>Regulation (EU) No 1079/2012 is not transposed in BH legislation.</i></p>	No	12/2014
ITY-AGVCS2-REG03	<p>Ensure compliance with the requirements on 8,33 kHz frequency conversions</p>		by:12-2018

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BHDCA	-		Planned
1	All frequency assignments published in the Table COM2 of ICAO Doc 7754, except where derogations apply or the State has granted local exceptions, have been converted to 8,33 kHz. Explain situation/plans <i>Regulation (EU) No 1079/2012 is not transposed in BH legislation. Planned.</i>	No	12/2018
ASP (By:12-2018)			Planned
<i>BHANSAs will develop implementation Plan and dynamic.</i>		-	12-2017
ITY-AGVCS2-ASP01	Ensure conformity of voice communications systems and associated procedures		by:12-2017
BHANSAs	-		Planned
1	Voice communication systems have been upgraded. Explain situation/plans <i>Planned</i>	No	12/2017
2	The technical file (TF) with evidences of compliance and the EC declaration of verification of systems (DoV) has been delivered to the competent National Supervisory Authority (NSA). Explain situation/plans <i>Planned through certification process.</i>	No	12/2017
3	Upgraded communication systems have been put into service. Explain situation/plans <i>Planned</i>	No	12/2017
ITY-AGVCS2-ASP02	Convert 25 kHz frequencies to 8,33 kHz to achieve the interim target		by:12-2014
BHANSAs	-		Planned
1	25% target for frequency conversions has been achieved. Explain situation/plans <i>Planned to support the regulator in the calculation and establishment of the 25% target for frequency conversion.</i>	No	12/2014
ITY-AGVCS2-ASP03	Convert all 25 kHz frequencies to 8,33 kHz		by:12-2018
BHANSAs	-		Planned
1	All frequency assignments published in the Table COM2 of ICAO Doc 7754, except where derogations apply or the State has granted local exceptions, have been converted to 8,33 kHz. Explain situation/plans <i>Planned to ensure that all 25 kHz frequencies will be converted 8,33kHz.</i>	No	12/2018
ITY-AGVCS2-ASP04	Develop safety assessment		by:12-2018
BHANSAs	-		Planned
1	Safety assessment report including safety arguments for the changes has been submitted to the NSA and notification of acceptance was received. Explain situation/plans <i>Planned.</i>	No	12/2018
ITY-AGVCS2-ASP05	Organise personnel training and awareness		by:12-2017
BHANSAs	-		Planned
1	The training plans have been updated and a training package has been developed. Explain situation/plans <i>BHANSAs will develop Plan.</i>	No	12/2017
2	All concerned personnel have been trained. Explain situation/plans <i>In accordance with BHANSAs Plan.</i>	No	12/2017
MIL (By:12-2020)			Not Applicable
<i>n/a</i>		-	-
ITY-AGVCS2-REG01	Ensure radios have 8,33 kHz channel spacing capability		by:12-2017
Mil. Authority	-		Not Applicable
1	Where applicable, the State has published the additional local exemptions as per Article 14 of Regulation (EU) No 1079/2012.	N/A	-

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	Rationale for N/A <i>No specific requirements from military authorities, airport operators and airspace users.</i>		
2	From 17 November 2013: Measures have been taken to ensure that all radio equipment put into service or subject to radio upgrades by ANSPs, operators and other users or owners of radios includes the 8,33 kHz channel spacing capability.	N/A	-
	Rationale for N/A <i>No specific requirements from military authorities, airport operators and airspace users.</i>		
3	From 17 November 2013: Measures have been taken to ensure that aircraft for which the individual certificates of airworthiness or individual flight permits are first issued from 17 November 2013 and have a radio equipage requirement are fitted with radios having the 8,33 kHz channel spacing capability.	N/A	-
	Rationale for N/A <i>No specific requirements from military authorities, airport operators and airspace users.</i>		
4	By 31 December 2017: The NSA has evidence that all radios in the State have 8,33 kHz channel spacing capability except where derogations apply and/or exemptions have been granted.	N/A	-
	Rationale for N/A <i>No specific requirements from military authorities, airport operators and airspace users. There is no military NSA.</i>		
ITY-AGVCS2-REG03	Ensure compliance with the requirements on 8,33 kHz frequency conversions		by:12-2018
Mil. Authority	-		Not Applicable
1	All frequency assignments published in the Table COM2 of ICAO Doc 7754, except where derogations apply or the State has granted local exceptions, have been converted to 8,33 kHz.	N/A	-
	Rationale for N/A <i>No specific requirements from military authorities, airport operators and airspace users.</i>		
ITY-AGVCS2-ASP01	Ensure conformity of voice communications systems and associated procedures		by:12-2017
Mil. Authority	-		Not Applicable
1	Voice communication systems have been upgraded.	N/A	-
	Rationale for N/A <i>No specific requirements from military authorities, airport operators and airspace users.</i>		
2	The technical file (TF) with evidences of compliance and the EC declaration of verification of systems (DoV) has been delivered to the competent National Supervisory Authority (NSA).	N/A	-
	Rationale for N/A <i>No specific requirements from military authorities, airport operators and airspace users.</i>		
3	Upgraded communication systems have been put into service.	N/A	-
	Rationale for N/A <i>No specific requirements from military authorities, airport operators and airspace users.</i>		
ITY-AGVCS2-ASP03	Convert all 25 kHz frequencies to 8,33 kHz		by:12-2018
Mil. Authority	-		Not Applicable
1	All frequency assignments published in the Table COM2 of ICAO Doc 7754, except where derogations apply or the State has granted local exceptions, have been converted to 8,33 kHz.	N/A	-
	Rationale for N/A <i>No specific requirements from military authorities, airport operators and airspace users.</i>		
ITY-AGVCS2-ASP04	Develop safety assessment		by:12-2018
Mil. Authority	-		Not Applicable
1	Safety assessment report including safety arguments for the changes has been submitted to the NSA and notification of acceptance was received.	N/A	-
	Rationale for N/A <i>No specific requirements from military authorities, airport operators and airspace users.</i>		
ITY-AGVCS2-ASP05	Organise personnel training and awareness		by:12-2017
Mil. Authority	-		Not Applicable
1	The training plans have been updated and a training package has been developed.	N/A	-
	Rationale for N/A		

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	<i>No training plan has been developed.</i>		
2	All concerned personnel have been trained.	N/A	-
	Rationale for N/A		
	<i>no</i>		
ITY-AGVCS2-MIL01	Equip State aircraft with radio equipment with 8,33 kHz channel spacing capability		by:12-2020
Mil. Authority	-		Not Applicable
1	List of State aircraft that cannot be equipped with 8,33 kHz radios by 31 December 2018 has been communicated to the Commission.	Yes	12/2020
	Ref. Communication to the Commission		
	<i>Planned.</i>		
2	State aircraft have been equipped.	Yes	12/2020
	-		
	<i>Planned</i>		
ITY-AGVCS2-MIL02	Organise personnel training and awareness of military aircrew		by:12-2020
Mil. Authority	-		Not Applicable
1	Training manuals have been updated, as required.	N/A	-
	Rationale for N/A		
	<i>No requirements.</i>		
2	All personnel operating radio equipment have been trained.	N/A	-
	Rationale for N/A		
	<i>No requirements.</i>		
ITY-AGVCS2-APO01	Convert all 25 kHz frequencies to 8,33 kHz		by:12-2018
Mil. Authority	-		Not Applicable
1	All frequency assignments published in the Table COM2 of ICAO Doc 7754, except where derogations apply or the State has granted local exceptions, have been converted to 8,33 kHz.	N/A	-
	Rationale for N/A		
	<i>No requirements.</i>		
ITY-AGVCS2-APO02	Accommodate non-equipped vehicles		by:12-2017
Mil. Authority	-		Not Applicable
1	Procedures for handling non-8,33 kHz equipped vehicles through airport areas using 8,33 kHz channel spacing have been published and are applied as appropriate.	N/A	-
	Rationale for N/A		
	<i>No requirements.</i>		
ITY-AGVCS2-APO03	Organise personnel training and awareness		by:12-2018
Mil. Authority	-		Not Applicable
1	The training plans have been updated and a training package has been developed.	N/A	-
	Rationale for N/A		
	<i>No</i>		
2	All personnel operating radio equipment have been trained.	N/A	-
	Rationale for N/A		
	<i>No requirements.</i>		
APO (By:12-2018)			Planned
<i>Under review.</i>		-	12-2018
ITY-AGVCS2-APO01	Convert all 25 kHz frequencies to 8,33 kHz		by:12-2018
SARAJEVO Airport	-		Planned
1	All frequency assignments published in the Table COM2 of ICAO Doc 7754, except where derogations apply or the State has granted local exceptions, have been converted to 8,33 kHz.	No	12/2018
	Explain situation/plans		

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	<i>Planned, All frequency assignments published in the Table COM2 of ICAO Doc 7754, except where derogations apply or the State has granted local exceptions, will be converted to 8,33 kHz.</i>		
ITY-AGVCS2-APO02	Accommodate non-equipped vehicles		by:12-2017
SARAJEVO Airport	-		Planned
1	Procedures for handling non-8,33 kHz equipped vehicles through airport areas using 8,33 kHz channel spacing have been published and are applied as appropriate.	No	12/2017
	Explain situation/plans		
	<i>Planned, procedures for handling non-8,33 kHz equipped vehicles through airport areas using 8,33 kHz channel spacing will be published and applied.</i>		
ITY-AGVCS2-APO03	Organise personnel training and awareness		by:12-2018
SARAJEVO Airport	-		Planned
1	The training plans have been updated and a training package has been developed.	No	12/2018
	Explain situation/plans		
	<i>Planned, training plan will be updated.</i>		
2	All personnel operating radio equipment have been trained.	No	12/2018
	Explain situation/plans		
	<i>Planned depend on training package and plan.</i>		

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ITY-COTR	Implementation of ground-ground automated co-ordination processes <u>Timescales:</u> 07-2006 (For putting into service of EATMN systems in respect of notification and initial coordination processes) 07-2006 (Entry into force of regulation) 01-2009 (For putting into service of EATMN systems in respect of Revision of Coordination, Abrogation of Coordination, Basic Flight Data and Change to Basic Flight Data) 12-2012 (To all EATMN systems in operation by 12/2012) 02-2013 (Systems serving ACCs providing services above FL 285 in the airspace identified in Annex I, Part A of Regulation (EC) 29/2009) 02-2015 (Systems serving ACCs providing services above FL 285 in the airspace identified in Annex I, Part B of Regulation (EC) 29/2009)	[Essential]	Late
	Bosnia and Herzegovina is due to install their ATM system in 2014. Only in 2014 the system will be ready for gradual implementation.		02-2015
REG (By:12-2012)			Late
A safety assessment will be developed only after the installation of the ATM system.		-	02-2015
ITY-COTR-REG01	Ensure oversight of changes to system		by:01-2009 12-2012
BHDCA	-		Late
0	Planned for 2014.		12/2014
ASP (By:02-2015)			Late
A new ATM system, due to be installed in 2014 will cater for the implementation of the objective.		-	02-2015
ITY-COTR-ASP01	Implement flight data processing and exchange systems		by:01-2009 12-2012
BHANSA	Future BH ACC		Late
0	The system is due to be operational by the end of 2014		12/2014
ITY-COTR-ASP02	Implement Notification process		by:07-2006 12-2012
BHANSA	Future BH ACC		Late
0	The system is due to be operational by the end of 2014		12/2014
ITY-COTR-ASP03	Implement Initial Coordination process		by:07-2006 12-2012
BHANSA	Future BH ACC		Late
0	The system is due to be operational by the end of 2014		12/2014
ITY-COTR-ASP04	Implement Revision of Coordination process		by:01-2009 12-2012
BHANSA	Future BH ACC		Late
0	The system is due to be operational by the end of 2014		12/2014
ITY-COTR-ASP05	Implement Abrogation of Coordination process		by:01-2009 12-2012
BHANSA	Future BH ACC		Late
0	The system is due to be operational by the end of 2014		12/2014
ITY-COTR-ASP06	Implement Basic Flight Data process		by:01-2009 12-2012
BHANSA	Future BH ACC		Late
0	The system is due to be operational by the end of 2014		12/2014
ITY-COTR-ASP07	Implement Change to Basic Flight Data process		by:01-2009 12-2012
BHANSA	Future BH ACC		Late
0	The system is due to be operational by the end of 2014		12/2014
ITY-COTR-ASP08	Implement Logon Forward process		by:02-2013 02-2015
BHANSA	Future BH ACC		Planned
0	No firm plans at present.		02/2015

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ITY-COTR-ASP09	Implement Next Authority Notified process		by:02-2013 02-2015
BHANSА	Future BH ACC		No Plan
0	-		02/2013
ITY-COTR-ASP10	Develop safety assessment		by:01-2009 12-2012
BHANSА	-		Late
0	Planned for the new ANSP organisation.		12/2014
ITY-COTR-ASP11	Organise training to Air Traffic Control personnel		by:02-2015
BHANSА	Future BH ACC		Planned
1	Training in progress. It will be finalised by the end of 2013		01/2015
MIL (By:12-2012)			Not Applicable
	<i>Military do no provide ATC service to civil flights</i>	-	02-2015
ITY-COTR-MIL01	Implement Basic Flight Data process		by:01-2009 12-2012
Mil. Authority	-		Not Applicable
ITY-COTR-MIL02	Implement Change to Basic Flight Data process		by:01-2009 12-2012
Mil. Authority	-		Not Applicable

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ITY-FMTP	Apply a common flight message transfer protocol (FMTP) Timescales: 06-2007 (Entry into force of regulation) 01-2009 (All EATMN systems put into service after 01/01/09) 04-2011 (All EATMN systems in operation by 20/04/11) 12-2012 (Transitional arrangements) 12-2014 (Transitional arrangements)	[IDP]	Planned
ATM system in Bosnia and Herzegovina is due to be installed in 2012. The objective will be met by the end of 2014.			12-2014
REG (By:12-2014)			Planned
<i>Regulation will be developed in due course. The implementation of the objective cannot take place before mid 2014.</i>		-	12-2014
ITY-FMTP-REG02	Ensure that the verification of systems has been conducted		by:04-2011 12-2012 12-2014
BHDCA	-		Planned
0	The means of compliance will be established by end 2014.		12/2014
ITY-FMTP-REG03	Conduct safety oversight of the changes		by:04-2011 12-2012 12-2014
BHDCA	-		Planned
1	The means of compliance will be established by end 2014.		12/2014
ASP (By:12-2014)			Planned
<i>The implementation is planned during the process of development of the new ATS system. A concrete plan is dependant on regional coordination.</i>		-	12-2014
ITY-FMTP-ASP01	Upgrade and put into service communication systems to support information exchange via FMTP between FDPS(s) for the purpose of notification, coordination and transfer of the flights between ATC units	[IDP]	by:04-2011 12-2012 12-2014
BHANSA	-		Planned
0	Migration to TCP/IP is planned during the process of implementation of the new ATS system.		12/2014
ITY-FMTP-ASP02	Develop safety assessment for the changes	[IDP]	by:04-2011 12-2012 12-2014
BHANSA	-		Planned
1	The means of compliance will be established by end 2014.		12/2014
ITY-FMTP-ASP03	Train technical staff	[IDP]	by:04-2011 12-2012 12-2014
BHANSA	-		Planned
1	The means of compliance will be established by end 2014.		12/2014
MIL (By:12-2014)			Not Applicable
<i>Military do not provide ATC service to civil flights</i>		-	-
ITY-FMTP-REG02	Ensure that the verification of systems has been conducted		by:04-2011 12-2012 12-2014
Mil. Authority	-		Not Applicable
ITY-FMTP-REG03	Conduct safety oversight of the changes		by:04-2011 12-2012 12-2014
Mil. Authority	-		Not Applicable
ITY-FMTP-ASP01	Upgrade and put into service communication systems to support information exchange via FMTP between FDPS(s) for the purpose of notification, coordination and transfer of the flights between ATC units	[IDP]	by:04-2011 12-2012 12-2014
Mil. Authority	-		Not Applicable

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ITY-FMTP-ASP02	Develop safety assessment for the changes	[IDP]	by:04-2011 12-2012 12-2014
Mil. Authority	-		Not Applicable
ITY-FMTP-ASP03	Train technical staff	[IDP]	by:04-2011 12-2012 12-2014
Mil. Authority	-		Not Applicable
ITY-FMTP-MIL01	Upgrade and put into service communication systems to support information exchange via FMTP between FDPS(s) for the purpose of notification, coordination, transfer of the flights and civil-military coordination between ATS units and controlling military units	[IDP]	by:04-2011 12-2012 12-2014
Mil. Authority	-		Not Applicable

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ITY-SPI	Surveillance performance and interoperability		Late
	<u>Timescales:</u> 12-2011 (Entry into force of regulation) 12-2013 (ATS unit operational capability) 01-2015 (New aircraft capability) 12-2017 (Retrofit aircraft capability) 12-2017 (ELS in transport-type State aircraft) 01-2019 (EHS and ADS-B Out in transport-type State aircraft) 12-2019 (Ensure training of MIL personnel)		
Objective is under review, Plan and dynamic will be defined in accordance with that activities. Regulation (EU) No 1207/2011 is not transposed in BH legislation.			01-2019
REG (By:12-2013)			Late
Will follow national and regional Plan. Regulation (EU) No 1207/2011 is not transposed in BH legislation.		-	01-2014
ITY-SPI-REG01	Conduct Safety Oversight		by:12-2013
BHDCA	-		Late
1	Formal acceptance of the ANSPs safety assessment reports has been communicated to the ANSP. Ref. Communication of acceptance <Additional comment>	Yes	12/2014
ASP (By:02-2015)			Late
BHANSA will develop implementation Plan and dynamic.		-	01-2014
ITY-SPI-ASP01	Ensure interoperability of surveillance data		by:12-2013
BHANSA	-		Late
1	All surveillance data transferred from their ground-based surveillance systems and their surveillance data processing systems to other navigation service providers: a) are subject to a data format that is agreed between the parties concerned; b) allow identification of the data source and identification of the type of data; c) are time stamped and expressed as coordinated universal time (UTC). - <Additional comment>	Yes	12/2014
ITY-SPI-ASP02	Conduct Safety Assessment for the existing surveillance infrastructure		by:02-2015
BHANSA	-		Late
1	Safety assessment to all existing systems (see SLoA description) has been developed and delivered to the NSA. Ref. Communication <Additional comment>	Yes	12/2015
ITY-SPI-ASP03	Conduct Safety Assessment for changes introduced to the surveillance infrastructure		by:12-2013
BHANSA	-		Late
1	The safety assessment report including safety arguments for the changes has been delivered to the NSA and a notification of acceptance was received. Ref. Communication of acceptance Planned for 2014,.	Yes	12/2014
ITY-SPI-ASP04	Ensure the training of personnel		by:12-2013
BHANSA	-		Late
1	The training plans have been updated and a training package has been developed. - ANSP will develop training plan and training package.	Yes	12/2014
2	All personnel affected by the changes to the surveillance infrastructure have been trained. - ANSP will provide training.	Yes	12/2014

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MIL (By:12-2019)			Not Applicable
<i>n/a</i>			-
ITY-SPI-MIL01	Carriage and operation of Mode S Elementary Surveillance avionics		by:12-2017
Mil. Authority	-		Not Applicable
1	Aircraft have been equipped with Mode S Elementary Surveillance equipment and certified for operational use. Rationale for N/A <i>no data related on SLoA.</i>	N/A	01/2017
ITY-SPI-MIL02	Carriage and operation of Mode S Enhanced Surveillance and ADS-B Out avionics		by:01-2019
Mil. Authority	-		Not Applicable
1	Aircraft have been equipped with Mode S Enhanced Surveillance and ADS-B Out (1090 extended squitter) equipment, and certified for operational use. Rationale for N/A <i>no data related on SLoA.</i>	N/A	01/2019
ITY-SPI-MIL03	Ensure the training of personnel		by:12-2019
Mil. Authority	-		Not Applicable
1	The training plans have been updated and a training package has been developed. Rationale for N/A <i>no data related on SLoA.</i>	N/A	01/2019
2	All personnel affected by the changes to the surveillance ground infrastructure have been trained. Rationale for N/A <i>no data related on SLoA.</i>	N/A	01/2019

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NAV03	Implementation of P-RNAV (By:12-2012)	[Essential]	No Plan
<i>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.</i>			-
REG (By:01-2005)			No Plan
<i>Currently only tentative plan exists. Detailed planning will be done during ATM Strategy implementation.</i>		-	-
NAV03-REG01	Ensure suppliers of navigation databases are accredited		by:01-2005
BHDCA	-		No Plan
NAV03-REG02	Ensure quality of published Navigation Data		by:01-2005
BHDCA	-		No Plan
ASP (By:12-2012)			No Plan
<i>Currently only tentative plan exists. Detailed planning will be done during ATM Strategy implementation.</i>		-	-
NAV03-ASP01	Develop and implement RNAV arrival and departure procedures for P-RNAV approved aircraft		by:12-2012
BHANSAs	-		No Plan
NAV03-ASP02	Provide appropriate terrestrial navigation infrastructure to support RNAV operations		by:12-2012
BHANSAs	-		No Plan
NAV03-ASP03	Train air traffic controllers in RNAV procedures		by:12-2012
BHANSAs	-		No Plan
NAV03-ASP04	Train procedure designers in RNAV capabilities		by:01-2003
BHANSAs	-		No Plan
NAV03-ASP05	Implement P-RNAV routes where identified as providing benefit		by:12-2012
BHANSAs	-		No Plan
NAV03-ASP06	Publish in AIPs all co-ordinate data in WGS-84 meeting the quality requirements set out in ICAO Annex 15		by:01-2005
BHANSAs	-		Completed
0	Published in 2012.		12/2012
NAV03-ASP08	Adapt ATS automated systems to ensure the availability of information regarding aircraft RNAV equipage for systematic display to relevant control positions		by:03-2005
BHANSAs	-		No Plan
0	Will be implemented with the new system in 2013.		12/2013
NAV03-ASP11	Develop a Local P-RNAV Safety Case		by:12-2012
BHANSAs	-		No Plan
MIL (By:12-2012)			Not Applicable
<i>Military do not provide ATC service to civil flights</i>		-	-
NAV03-REG01	Ensure suppliers of navigation databases are accredited		by:01-2005
Mil. Authority	-		Not Applicable
NAV03-REG02	Ensure quality of published Navigation Data		by:01-2005
Mil. Authority	-		Not Applicable
NAV03-ASP01	Develop and implement RNAV arrival and departure procedures for P-RNAV approved aircraft		by:12-2012
Mil. Authority	-		Not Applicable
NAV03-ASP02	Provide appropriate terrestrial navigation infrastructure to support RNAV operations		by:12-2012
Mil. Authority	-		Not Applicable
NAV03-ASP03	Train air traffic controllers in RNAV procedures		by:12-2012
Mil. Authority	-		Not Applicable
NAV03-ASP04	Train procedure designers in RNAV capabilities		by:01-2003
Mil. Authority	-		Not Applicable
NAV03-ASP05	Implement P-RNAV routes where identified as providing benefit		by:12-2012
Mil. Authority	-		Not Applicable
NAV03-ASP06	Publish in AIPs all co-ordinate data in WGS-84 meeting the quality requirements set out in ICAO Annex 15		by:01-2005

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Mil. Authority	-	Not Applicable
NAV03-USE01	Install appropriate RNAV equipment	by:12-2012
Mil. Authority	-	Not Applicable
NAV03-USE02	Train aircrews in RNAV TMA procedures	by:12-2012
Mil. Authority	-	Not Applicable

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NAV10	Implement APV procedures (By:12-2016)	[IDP] [Essential]	No Plan
<i>No plans at present.</i>			-
REG (By:04-2016)			No Plan
<i>No plans at present.</i>			-
NAV10-REG01	Apply EASA material to local national regulatory activities		by:04-2016
BHDCA	-		No Plan
ASP (By:12-2016)			No Plan
<i>No plans at present.</i>			-
NAV10-ASP01	Design and Publish APV/Baro and/or APV/SBAS procedures	[IDP]	by:12-2016
BHANSA	-		No Plan
NAV10-ASP03	Develop National safety case for APV/Baro operations and/or APV/SBAS operations	[IDP]	by:04-2015
BHANSA	-		No Plan
MIL (By:12-2016)			Not Applicable
<i>n/a</i>			-
NAV10-USE01	Equip aircraft with systems approved for APV/Baro and/or APV/SBAS	[IDP]	by:12-2016
Mil. Authority	-		Not Applicable
NAV10-USE02	Get airworthiness certification and operational approval		by:12-2016
Mil. Authority	-		Not Applicable

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SAF10	Implement measures to reduce the risk to aircraft operations caused by airspace infringements (By:12-2011)		Late
<i>Implementations of the measures which will reduce the risk to aircraft operations caused by airspace infringements will be done, in consultation with all concerned stakeholder, in 2015.</i>			12-2015
REG (By:12-2011)			Late
<i>An adequate regulation will be produced in due course. Commitment to implement this objective exists.</i>		-	12-2015
SAF10-REG01	Promulgate and verify the implementation of the European Action Plan - Airspace Infringement Risk Reduction		by:12-2010
BHDCA	-		Late
0	The Action plan and consultation with all concerned stakeholder groups and adaptation of the Action plan will be done in 2015.		12/2015
SAF10-REG02	Implement the appropriate parts of the European Action Plan - Airspace Infringement Risk Reduction		by:12-2011
BHDCA	-		Late
0	Implementations of the appropriate parts of the European Action Plan will be done in 2015.		12/2015
SAF10-REG03	Monitor the implementation of planned airspace infringement risk reduction measures		by:12-2011
BHDCA	-		Late
0	Respective risk mitigation measures by the concerned stakeholders in line with the agreed plan will be done in 2015.		12/2015
ASP (By:12-2011)			Late
<i>Detailed planning will be done upon the establishment of a new national ANSP.</i>		-	12-2015
SAF10-ASP01	Implement the appropriate parts of the European Action Plan - Airspace Infringement Risk Reduction		by:12-2011
BHANSA	-		Late
0	Implementation of the appropriate parts of the European Action Plan will be done in 2015.		12/2015
MIL (By:12-2011)			Not Applicable
<i>Military do not provide ATC service to civil flights</i>		-	-
SAF10-MIL01	Implement, as necessary, the appropriate parts of the European Action Plan - Airspace Infringement Risk Reduction		by:12-2011
Mil. Authority	-		Not Applicable

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SAF11	Improve runway safety by preventing runway excursions (By:01-2018)		Planned
Implement the appropriate parts of the European Action Plan for the Prevention of Runway Excursions.			01-2018
REG (By:01-2018)			Planned
<i>Established the oversight activities.</i>		-	01-2014
SAF11-REG01	Implement the appropriate parts of the European Action Plan for the Prevention of Runway Excursions		by:01-2018
BHDCA	-		Planned
1	Documentation for the European Action Plan for the Prevention of Runway Excursions has been disseminated.	Yes	01/2018
	-		
<Additional comment>			
2	Established oversight activities arrangements, e.g. audit plans, audit report published, including corrective actions if applicable.	Yes	01/2018
	-		
<Additional comment>			
3	The applicable measures of the Action plan, Part 3.6 have been implemented.	Yes	01/2018
	-		
<Additional comment>			
4	Implementation is reported through the appropriate mechanism.	Yes	01/2018
	-		
<Additional comment>			
ASP (By:12-2014)			Planned
<i>Implementation of the applicable measures.</i>		-	01-2014
SAF11-ASP01	Implement the appropriate parts of the European Action Plan for the Prevention of Runway Excursions		by:12-2014
BHANSA	-		Planned
1	The applicable measures of the Action plan, Parts 3.1, 3.2 and 3.3 have been implemented.	Yes	12/2014
	-		
<Additional comment>			
2	Implementation is reported through the appropriate mechanism.	Yes	12/2014
	-		
<Additional comment>			
SAF11-ASP02	Implement the appropriate parts of the European Action Plan for the Prevention of Runway Excursions with regard to the provision of aeronautical information services		by:12-2014
BHANSA	-		Planned
1	The applicable measures of the Action plan, Part 3.3 have been implemented.	Yes	12/2014
	-		
<Additional comment>			
2	Implementation is reported through the appropriate mechanism.	Yes	12/2014
	-		
<Additional comment>			
SAF11-ASP03	Implement the appropriate parts of the European Action Plan for the Prevention of Runway Excursions with regard to the provision of meteorological services for international aviation		by:12-2014
BHANSA	-		Planned
1	The applicable measures of the Action plan, Part 3.2 have been implemented.	Yes	12/2014
	-		
<Additional comment>			
2	Implementation is reported through the appropriate mechanism.	Yes	12/2014
	-		
<Additional comment>			
MIL (By:01-2018)			Not Applicable
-		-	-

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SAF11-ASP01	Implement the appropriate parts of the European Action Plan for the Prevention of Runway Excursions		by:12-2014
Mil. Authority	-		Not Applicable
1	The applicable measures of the Action plan, Parts 3.1, 3.2 and 3.3 have been implemented. Rationale for N/A <Additional comment>	N/A	-
2	Implementation is reported through the appropriate mechanism. Rationale for N/A <Additional comment>	N/A	-
SAF11-APO01	Implement the appropriate parts of the European Action Plan for the Prevention of Runway Excursions		by:12-2014
Mil. Authority	-		Not Applicable
1	The applicable measures of the Action plan, Parts 3.1, 3.2 and 3.3 have been implemented. Rationale for N/A <Additional comment>	N/A	-
2	Implementation is reported through the appropriate mechanism. Rationale for N/A <Additional comment>	N/A	-
SAF11-USE01	Implement the appropriate parts of the European Action Plan for the Prevention of Runway Excursions		by:01-2018
Mil. Authority	-		Not Applicable
1	The applicable measures of the Action plan, Parts 3.1, 3.3 and 3.4 have been implemented. Rationale for N/A <Additional comment>	N/A	-
2	Implementation is reported through the appropriate mechanism. Rationale for N/A <Additional comment>	N/A	-
APO (By:12-2014)			Planned
<i>Implementation of the applicable measures. Implementation will be reported through appropriate mechanism.</i>		-	01-2014
SAF11-APO01	Implement the appropriate parts of the European Action Plan for the Prevention of Runway Excursions		by:12-2014
SARAJEVO Airport	-		Planned
1	The applicable measures of the Action plan, Parts 3.1, 3.2 and 3.3 have been implemented. - <Additional comment>	Yes	12/2014
2	Implementation is reported through the appropriate mechanism. - <Additional comment>	Yes	12/2014

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SRC-CHNG	Implementation of Safety Oversight of Changes to ATM by National Supervisory Authorities (NSA) (Outside Applicability Area) Timescales: 11-2004 (Entry into force of ESARR 1) 11-2007 (Entry into force of Commission Regulation (EC) No. 1315/2007 repealed by Commission Implementing Regulation (EU) No. 1034/2011:) 12-2010 (Objective Implementation completion date)		Not Applicable
	-	-	-
REG (By:12-2010)			Not Applicable
-	-	-	-
SRC-CHNG-REG01	Ensure the notification of planned safety related changes by ATM organisations.		by:12-2010
BHDCA	-		Not Applicable
SRC-CHNG-REG02	Establish a process for the review of safety arguments		by:12-2010
BHDCA	-		Not Applicable
SRC-CHNG-REG03	Implement the process for the review of safety arguments		by:12-2010
BHDCA	-		Not Applicable
MIL (By:12-2010)			Not Applicable
-	-	-	-
SRC-CHNG-REG01	Ensure the notification of planned safety related changes by ATM organisations.		by:12-2010
Mil. Authority	-		Not Applicable
SRC-CHNG-REG02	Establish a process for the review of safety arguments		by:12-2010
Mil. Authority	-		Not Applicable
SRC-CHNG-REG03	Implement the process for the review of safety arguments		by:12-2010
Mil. Authority	-		Not Applicable

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SRC-RLMK	Implement the EUROCONTROL Safety Regulatory Requirements (ESARRs) (Outside Applicability Area) Timescales: 07-2000 (Entry into force of ESARR 3) 11-2000 (Entry into force of ESARR 2) 04-2001 (Entry into force of ESARR 4) 04-2002 (Entry into force of ESARR 5) 11-2003 (Entry into force of ESARR 6) 03-2004 (Entry into force of Regulation (EC) No 550/2004) 11-2004 (Entry into force of ESARR 1) 11-2007 (Entry into force of Commission regulation (EC) No 1315/2007 repealed by Commission Implementing Regulation (EU) No 1034/2011) 12-2010 (Objective Implementation completion date)		Not Applicable
	-	-	-
REG (By:12-2010)			Not Applicable
-	-	-	-
SRC-RLMK-REG01	Assess existing applicable regulations against ESARRs and address any differences identified		by:12-2010
BHDCA	-		Not Applicable
SRC-RLMK-REG02	Develop and publish new or modified regulations compliant with ESARR 1		by:12-2010
BHDCA	-		Not Applicable
SRC-RLMK-REG03	Develop and publish new or modified regulations compliant with ESARR 2		by:12-2010
BHDCA	-		Not Applicable
SRC-RLMK-REG04	Develop and publish new or modified regulations compliant with ESARR 3		by:12-2010
BHDCA	-		Not Applicable
SRC-RLMK-REG05	Develop and publish new or modified regulations compliant with ESARR 4		by:12-2010
BHDCA	-		Not Applicable
SRC-RLMK-REG06	Develop and publish new or modified regulations compliant with ESARR 5 for ATCOs		by:12-2010
BHDCA	-		Not Applicable
SRC-RLMK-REG07	Develop and publish new or modified regulations compliant with ESARR 5 for engineering and technical personnel undertaking operational safety related tasks		by:12-2010
BHDCA	-		Not Applicable
SRC-RLMK-REG08	Develop and publish new or modified regulations compliant with ESARR 6		by:12-2010
BHDCA	-		Not Applicable
SRC-RLMK-REG09	Notify ICAO of any differences between applicable safety regulations and ICAO SARPs		by:12-2010
BHDCA	-		Not Applicable
MIL (By:12-2010)			Not Applicable
-	-	-	-
SRC-RLMK-REG01	Assess existing applicable regulations against ESARRs and address any differences identified		by:12-2010
Mil. Authority	-		Not Applicable
SRC-RLMK-REG02	Develop and publish new or modified regulations compliant with ESARR 1		by:12-2010
Mil. Authority	-		Not Applicable
SRC-RLMK-REG03	Develop and publish new or modified regulations compliant with ESARR 2		by:12-2010
Mil. Authority	-		Not Applicable
SRC-RLMK-REG04	Develop and publish new or modified regulations compliant with ESARR 3		by:12-2010

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Mil. Authority	-		Not Applicable
SRC-RLMK-REG05	Develop and publish new or modified regulations compliant with ESARR 4		by:12-2010
Mil. Authority	-		Not Applicable
SRC-RLMK-REG06	Develop and publish new or modified regulations compliant with ESARR 5 for ATCOs		by:12-2010
Mil. Authority	-		Not Applicable
SRC-RLMK-REG07	Develop and publish new or modified regulations compliant with ESARR 5 for engineering and technical personnel undertaking operational safety related tasks		by:12-2010
Mil. Authority	-		Not Applicable
SRC-RLMK-REG08	Develop and publish new or modified regulations compliant with ESARR 6		by:12-2010
Mil. Authority	-		Not Applicable
SRC-RLMK-REG09	Notify ICAO of any differences between applicable safety regulations and ICAO SARPs		by:12-2010
Mil. Authority	-		Not Applicable

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SRC-SLRD	Safety Levels and Resolution of Deficiencies (Outside Applicability Area) Timescales: 11-2004 (Entry into force of ESARR1) 11-2007 (Entry into force of Commission Regulation (EC) No 1315/2007 repealed by Commission Implementing Regulation (EU) No 1034/2011) 12-2010 (Objective Implementation completion date)		Not Applicable
	-	-	-
REG (By:12-2010)			Not Applicable
-	-	-	-
SRC-SLRD-REG01	Develop and establish an acceptable level of safety and ensure its constant review		by:12-2010
BHDCA	-		Not Applicable
SRC-SLRD-REG02	Establish national institutional arrangements for the implementation of a reporting and investigation system in a 'Just Culture' environment		by:12-2010
BHDCA	-		Not Applicable
SRC-SLRD-REG03	Ensure the availability of comprehensive aviation safety data		by:12-2010
BHDCA	-		Not Applicable
SRC-SLRD-REG04	Monitor safety performance		by:12-2010
BHDCA	-		Not Applicable
SRC-SLRD-REG05	Implement a process to issue Safety Directives wherever immediate action is required		by:12-2010
BHDCA	-		Not Applicable
SRC-SLRD-REG06	Publish an Annual Safety Oversight Report		by:12-2010
BHDCA	-		Not Applicable
MIL (By:12-2010)			Not Applicable
-	-	-	-
SRC-SLRD-REG01	Develop and establish an acceptable level of safety and ensure its constant review		by:12-2010
Mil. Authority	-		Not Applicable
SRC-SLRD-REG02	Establish national institutional arrangements for the implementation of a reporting and investigation system in a 'Just Culture' environment		by:12-2010
Mil. Authority	-		Not Applicable
SRC-SLRD-REG03	Ensure the availability of comprehensive aviation safety data		by:12-2010
Mil. Authority	-		Not Applicable
SRC-SLRD-REG04	Monitor safety performance		by:12-2010
Mil. Authority	-		Not Applicable
SRC-SLRD-REG05	Implement a process to issue Safety Directives wherever immediate action is required		by:12-2010
Mil. Authority	-		Not Applicable
SRC-SLRD-REG06	Publish an Annual Safety Oversight Report		by:12-2010
Mil. Authority	-		Not Applicable