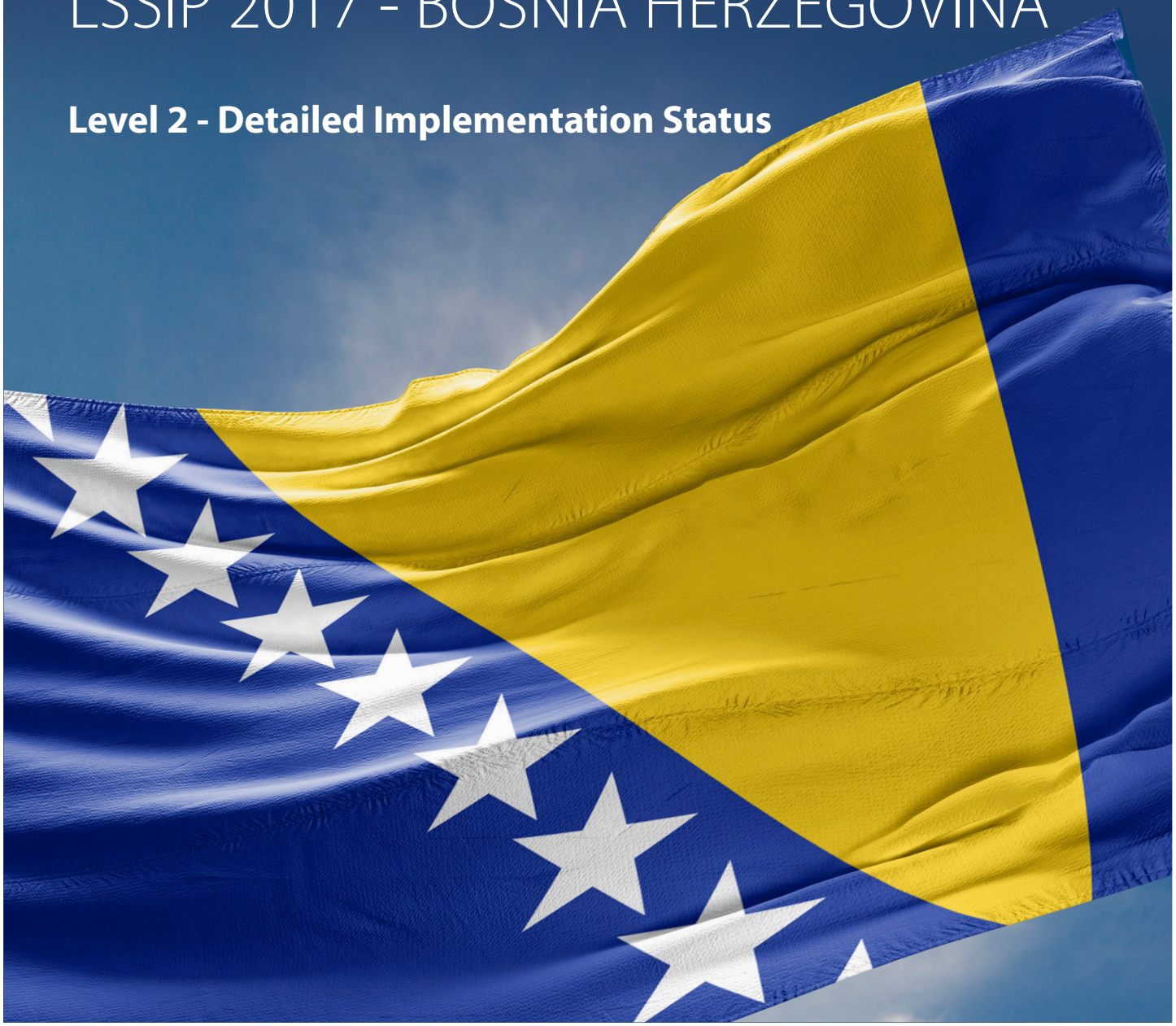
EUROCONTROL

Local Single Sky ImPlementation
LSSIP 2017 - BOSNIA HERZEGOVINA

Level 2 - Detailed Implementation Status



APPROVAL SHEET

The following authorities have approved all parts of the LSSIP Year 2017 document and their signature confirms the correctness of the reported information and reflects their commitment to implement the actions laid down in the European ATM Master Plan Level 3 Implementation Plan – Edition 2017 (also known as the ESSIP Plan).

Stakeholder / Organisation	Name	Position	Signature
BHDCA	Željko TRAVAR	Acting Director General	
BHANSA	Davorin PRIMORAC	Director of BHANSA	
Ministry of Defense of Bosnia and Herzegovina	Marina PENDEŠ	Minister of Defence	

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1. Implementation Objective Progress - Details

Objective/Stakeholder Progress Code:			
Completed		No Plan	
Ongoing		Not Applicable	
Planned		Missing Data	
Late			

AOM13.1	**Harmonise Operational Air Traffic (OAT) and General Air Traffic (GAT) Handling** ***Timescales:*** Initial operational capability: 01/01/2012 Full operational capability: 31/12/2018	**23%**	**Ongoing**
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.			**31/12/2018**
REG (By:12/2018)			
BHDCA		**10%**	**Ongoing**
Bosnia and Herzegovina Directorate of Civil Aviation plans to fulfill this objective till 2018.	-		31/12/2018
AOM13.1-REG01	Revise national legislation as required		by:31/12/2018
BHDCA	**-**	**10%**	**Ongoing**
1	Activity started (e.g. Project kicked-off)	10%	Y 31/12/2018
Comment:	Activity on this issue is started.		
2	National rules and regulations for implementation of new principles, rules and procedures for OAT/GAT handling in accordance with EUROAT drafted	30%	N 31/12/2018
Comment:	In progress.		
3	National rules and regulations in accordance with EUROAT established and EUROCONTROL informed about the official national implementation date	60%	N 31/12/2018
Comment:	The current legal provisions allow for the implementation of the harmonised GAT and OAT handling procedures. Bosnia and Herzegovina Directorate of Civil Aviation will revise national regulation to fulfill the objective within the frame target. BHDCA transposed Regulation (EC) No 2150/2005 on common rules for the flexible use of airspace - published in the Official Gazette under number 79/10; Also BHDCA transposed Regulation (EC) No 805/2011 on detailed rules for ATCO licenses, and BHDCA also transposed Commission Regulation (EU) 2015/340 - Regulation on licences for air traffic controllers, training organizations and aviation-medical centres (Offical Gazette of Bosnia and Herzegovina No 38/17) .		
AOM13.1-REG01	Revise national legislation as required		by:31/12/2018
BHDCA	**-**	**10%**	**Ongoing**
1	Activity started (e.g. Project kicked-off)	10%	Y 31/12/2018
2	National rules and regulations for implementation of new principles, rules	30%	N

	and procedures for OAT/GAT handling in accordance with EUROAT drafted		31/12/2018
3	National rules and regulations in accordance with EUROAT established and EUROCONTROL informed about the official national implementation date	60%	N 31/12/2018
AOM13.1-REG01	Revise national legislation as required		by:31/12/2018
BHDCA	**-**	**10%**	**Ongoing**
1	Activity started (e.g. Project kicked-off)	10%	Y 31/12/2018
2	National rules and regulations for implementation of new principles, rules and procedures for OAT/GAT handling in accordance with EUROAT drafted	30%	N -
3	National rules and regulations in accordance with EUROAT established and EUROCONTROL informed about the official national implementation date	60%	N -
ASP (By:12/2018)			
BHANSA		**45%**	**Ongoing**
BHANSA is expected to meet the objective within the targeted timeframe. Training of staff has started and will be completed by the target implementation completion date	-		31/12/2018
AOM13.1-ASP01	Apply common principles, rules and procedures for OAT handling and OAT/GAT interface		by:31/12/2018
BHANSA	**-**	**40%**	**Ongoing**
Comment:	Manual has already been updated, required documents are in force, pending validation		
1	Activity started (e.g. Project kicked-off)	10%	Y 01/08/2016
Comment:	Activity started		
2	Procedures for OAT/GAT interfaces drafted	30%	Y 01/10/2017
Comment:	Completed		
3	Procedures for OAT/GAT interfaces agreed, tested & validated	35%	N 31/12/2018
Comment:	Procedures agreed and tested, pending validation		
4	Procedures for OAT/GAT interfaces implemented, i.e. in operational use	25%	N 31/12/2018
Comment:	Manual has already been updated, required documents are in force, pending validation		
AOM13.1-ASP02	Train staff as necessary		by:31/12/2018
BHANSA	**-**	**50%**	**Ongoing**
Comment:	Training of staff has started and will be completed by the target implementation completion date		
1	Activity started (e.g. Project kicked-off)	10%	Y 01/01/2017
Comment:	Training plans drafted		
2	Training for Air Traffic Services (ATS) personnel in provision of ATS to OAT-IFR flights ongoing	40%	Y 01/12/2017
Comment:	OJTI performed		
3	Training for Air Traffic Services (ATS) personnel in provision of ATS to OAT-IFR flights completed	50%	N 31/12/2018
Comment:	Will be completed by the target implementation date		
MIL (By:12/2018)			
Mil. Authority		**13%**	**Missing Data**
-	-		31/12/2018
AOM13.1-MIL01	Apply common principles, rules and procedures for OAT handling and OAT/GAT interface		by:31/12/2018
Mil. Authority	**-**	**40%**	**Ongoing**
Comment:	Manual has already been updated, required documents are in force, pending validation		

1	Activity started (e.g. Project kicked-off)	10%	Y 01/10/2016
Comment:	Activity has started		
2	Procedures for OAT/GAT interfaces drafted	30%	Y 01/10/2017
Comment:	Completed		
3	Procedures for OAT/GAT interfaces agreed, tested & validated	35%	N 31/12/2018
Comment:	Procedures agreed and tested, pending validation		
4	Procedures for OAT/GAT interfaces implemented, i.e. in operational use	25%	N 31/12/2018
Comment:	Manual has already been updated, required documents are in force, pending validation		
AOM13.1-MIL02	Provide feedback on result of conformance analysis between national rules to EUROAT		by:31/12/2012
Mil. Authority	**-**	**0%**	**Missing Data**
1	Activity started (e.g. Project kicked-off)	10%	N 31/12/2012
Comment:	For this LSSIP edition there is no information provided by MoD.		
2	Conformance analysis of national rules and EUROAT performed	40%	N 31/12/2012
Comment:	For this LSSIP edition there is no information provided by MoD.		
3	Point of contact (POC) and distribution list for the dissemination of EUROAT specification established and provided to EUROCONTROL	50%	N 31/12/2012
Comment:	For this LSSIP edition there is no information provided by MoD.		
AOM13.1-MIL04	Migrate military aeronautical information to EAD		by:31/12/2015
Mil. Authority	**-**	**0%**	**No Plan**
Comment:	No need and plan identified for migrating military aeronautical information to EAD		
1	Activity started (e.g. Project kicked-off)	10%	N 31/12/2015
2	Plan for migration of aeronautical information to EAD established and Data Provider Agreement with EUROCONTROL signed by all Military Authorities responsible for AIS Data	40%	N 31/12/2015
3	All Military Authorities responsible for AIS Data have implemented EAD and maintain the three sets of AIP Data	50%	N 31/12/2015

AOM19.1	**ASM Support Tools to Support Advanced FUA (AFUA)** ***Timescales:*** Initial operational capability: 01/01/2011 Full operational capability: 31/12/2018	**10%**	**Ongoing**
LARA agreement signed in early 2018, procurement and validation will take place in 2018			**31/12/2018**
ASP (By:12/2018)			
BHANSA		**10%**	**Ongoing**
LARA agreement signed in early 2018, procurement and validation will take place in 2018	FAB CE-wide Study of Dynamic Airspace Management (DAM) and STAM		31/12/2018
AOM19.1-ASP01	Deploy automated ASM support systems		by:31/12/2018
BHANSA	**BH ACC**	**10%**	**Ongoing**
Comment:	LARA agreement signed in early 2018, procurement and validation will take place in 2018		
1	Activity started (e.g. Project kicked-off)	10%	Y 01/01/2018
2	Automated ASM support systems procured	30%	N 31/12/2018
3	Automated ASM support systems installed	35%	N 31/12/2018
4	Automated ASM support system tested, validated and in operational use	25%	N 31/12/2018
AOM19.1-ASP02	Implement interoperability of local ASM support system with NM system		by:31/12/2018
BHANSA	**-**	**10%**	**Ongoing**
Comment:	LARA agreement signed in early 2018, procurement and validation will take place in 2018		
1	Activity started (e.g. Project kicked-off)	10%	Y 01/01/2018
2	Local ASM support system has been adapted to make it interoperable with NM system (AIXM 5.1 interface)	65%	N 31/12/2018
Comment:	Planned		
3	A Letter of Agreement (LoA) has been concluded with NM	25%	N 31/12/2018
Comment:	Implementation on interoperability of local system with ADR will be in 2018.		
AOM19.1-ASP03	Improve planning and allocation of airspace booking		by:31/12/2018
BHANSA	**-**	**10%**	**Ongoing**
Comment:	LARA agreement signed in early 2018, procurement and validation will take place in 2018		
1	Activity started (e.g. Project kicked-off)	10%	Y 01/01/2018
Comment:	Not started		
2	A tool allowing the measurement of FUA Indicators (described in detail in Section 7 of the EUROCONTROL ASM Handbook) has been installed (e.g. PRISMIL or a similar tool)	30%	N 31/12/2018
3	FUA Indicators are continuously measured using PRISMIL or a similar tool	35%	N 31/12/2018
4	Planning and allocation of reserved/segregated airspace at pre-tactical ASM level 2 is improved as required in the description of this SLoA	25%	N 31/12/2018

AOM19.2	**ASM Management of Real-Time Airspace Data** ***Timescales:*** Initial operational capability: 01/01/2017 Full operational capability: 31/12/2021	**0%**	**Planned**
Objective is linked with one of the FAB CE projects - see details in Chapter 5 of Level 1 document.			**31/12/2021**
ASP (By:12/2021)			
BHANSA		**0%**	**Planned**
BHANSA is expected to meet the objective within the targeted timeframe	FAB CE-wide Study of Dynamic Airspace Management (DAM) and STAM		31/12/2021
AOM19.2-ASP01	Adapt ATM systems for real-time ASM data exchanges		by:31/12/2021
BHANSA	-	**0%**	**Planned**
1	Activity started (e.g. Project kicked-off)	10%	N 31/12/2021
Comment:	Not started		
2	Upgrade to ATM systems to enable real-time ASM data exchanges with local ASM support systems procured	30%	N 31/12/2021
Comment:	Planned		
3	Upgrade to ATM systems to enable real-time ASM data exchanges with local ASM support systems installed	60%	N 31/12/2021
Comment:	planned		
AOM19.2-ASP02	Adapt local ASM support system for real-time ASM data exchanges with NM systems		by:31/12/2021
BHANSA	-	**0%**	**Planned**
1	Activity started (e.g. Project kicked-off)	10%	N 31/12/2021
Comment:	Not started		
2	Upgrade to local ASM support system for real-time ASM data exchanges with NM procured	30%	N 31/12/2021
Comment:	Planned		
3	Upgrade to local ASM support system for real-time ASM data exchanges with NM installed	60%	N 31/12/2021
Comment:	Planned		
AOM19.2-ASP03	Implement procedures related to real-time (tactical) ASM level III information exchange		by:31/12/2021
BHANSA	-	**0%**	**Planned**
1	Activity started (e.g. Project kicked-off)	10%	N 31/12/2021
Comment:	Not started		
2	Procedures related to real-time (tactical) ASM level III information exchange drafted	30%	N 31/12/2021
Comment:	Planned		
3	Procedures related to real-time (tactical) ASM level III information exchange agreed, tested & validated	35%	N 31/12/2021
Comment:	Planned		
4	Procedures related to real-time (tactical) ASM level III information exchange implemented	25%	N 31/12/2021
Comment:	Planned		

AOM19.3	**Full Rolling ASM/ATFCM Process and ASM Information Sharing** ***Timescales:*** Initial operational capability: 01/01/2014 Full operational capability: 31/12/2021	**10%**	**Ongoing**
Alignment with the AMC implementation and LARA tool.			**31/12/2018**
ASP (By:12/2021)			
BHANSA		**10%**	**Ongoing**
Alignment with the AMC implementation and LARA tool.	FAB CE-wide Study of Dynamic Airspace Management (DAM) and STAM		31/12/2018
AOM19.3-ASP01	Adapt ASM systems to support a full rolling ASM/ATFCM process		by:31/12/2021
BHANSA	**-**	**10%**	**Ongoing**
1	Activity started (e.g. Project kicked-off)	10%	Y 01/10/2016
2	Upgrade to ASM systems to support a full rolling ASM/ATFCM process procured	30%	N 31/12/2018
3	Upgrade to ASM systems to support a full rolling ASM/ATFCM process installed	60%	N 31/12/2018
AOM19.3-ASP02	Implement procedures and processes for a full rolling ASM/ATFCM process		by:31/12/2021
BHANSA	**-**	**10%**	**Ongoing**
1	Activity started (e.g. Project kicked-off)	10%	Y 01/10/2016
2	Procedures and processes for a full rolling ASM/ATFCM process drafted	30%	N 31/12/2018
3	Procedures and processes for a full rolling ASM/ATFCM process agreed, tested & validated	35%	N 31/12/2018
4	Procedures and processes for a full rolling ASM/ATFCM process (including processes for initial CDM, full management of airspace structure via AUP/UUP, and process supporting sharing of information of airspace configurations via AUP/UUP) implemented	25%	N 31/12/2018

AOM21.1	**Direct Routing** ***Timescales:*** Initial Operational Capability: 01/01/2015 Full Operational Capability: 31/12/2017	**100%**	**Completed**
Direct routing has been completely implemented in the Sarajevo FIR and BHANSA AoR			**15/04/2014**
ASP (By:12/2017)			
BHANSA		**100%**	**Completed**
Direct routing has been completely implemented in the Sarajevo FIR and BHANSA AoR	FAB CE Strategic Operational Planning Project (incl. FAB CE X-Border Free Route Airspace Study) / Gate One Free Route Airspace Operational Framework Study		15/04/2014
AOM21.1-ASP01	Implement procedures and processes in support of the network dimension		by:31/12/2017
BHANSA	**BH ACC**	**100%**	**Completed**
Comment:	Direct routing has been completely implemented in the Sarajevo FIR and BHANSA AoR		
1	Activity started (e.g. Project kicked-off)	10%	Y 01/03/2012
2	Direct routing airspace has been identified in coordination with the Network and FAB partners and the RAD has been updated accordingly	30%	Y 15/04/2014
3	Local ATFCM procedures in cooperation with the network taking on board the Direct Routing impact agreed, tested and validated	35%	Y 15/04/2014
4	Local ATFCM procedures in cooperation with the network taking on board the Direct Routing impact implemented	25%	Y 15/04/2014
Comment:			
AOM21.1-ASP02	Implement system improvements		by:31/12/2017
BHANSA	**BH ACC**	**100%**	**Completed**
Comment:	Direct routing has been completely implemented in the Sarajevo FIR and BHANSA AoR		
1	Activity started (e.g. Project kicked-off)	10%	Y 15/04/2014
2	System/Function for implementation of Direct Routing procured	30%	Y 15/04/2014
3	System/Function for implementation of Direct Routing installed	60%	Y 15/04/2014
AOM21.1-ASP03	Implement procedures and processes in support of the local dimension		by:31/12/2017
BHANSA	**BH ACC**	**100%**	**Completed**
Comment:	Direct routing has been completely implemented in the Sarajevo FIR and BHANSA AoR		
1	Activity started (e.g. Project kicked-off)	10%	Y 01/03/2012
2	The Direct Routing airspace has been described and published in the AIP, RAD and/or the charts	30%	Y 15/04/2014
3	ASM and ATC procedures taking on board the Direct Routing impact agreed, tested & validated	35%	Y 15/04/2014
4	ASM and ATC procedures taking on board the Direct Routing implemented	25%	Y 15/04/2014

Comment:	The Direct Routing airspace has been described and published in the AIP, RAD and/or the charts. The Letters of Agreement have been updated if necessary. The ASM and ATC procedures have been updated to take on board the Direct Routing impact.		
AOM21.1-ASP04	Implement transversal activities (verification at local/regional level, safety case and training)		by:31/12/2017
BHANSA	**BH ACC**	**100%**	**Completed**
Comment:	Direct routing has been completely implemented in the Sarajevo FIR and BHANSA AoR		
1	Activity started (e.g. Project kicked-off)	10%	Y 01/03/2012
2	Direct Routing concept validated	30%	Y 15/04/2014
3	Safety argument has been developed and delivered to the competent authority	30%	Y 15/04/2014
4	ATCO Training conducted	30%	Y 15/04/2014
Comment:	Direct Routing 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. ATCO training has been conducted.		

AOM21.2	**Free Route Airspace** ***Timescales:*** Initial operational capability: 01/01/2015 Full operational capability: 31/12/2021	**100%**	**Completed**
BHANSA is part of SEAFRA, FRA environment consisting of airspace of 4 states (Croatia, Bosnia and Herzegovina, Serbia and Montenegro) and 3 ANSP (CROCONTROL, BHANSA and SMATSA) **Following SEAFRA H24 implementation by 08/12/2016 for all traffic above FL 325 (above the FIR Sarajevo), the FRA operations were extended down to above FL 205 inside the FIR Sarajevo from 01/02/2018.** **SEAFRA is also now co-operated with SAXFRA from other FAB CE States (Austria, Slovenia).**			**01/02/2018**
ASP (By:12/2021)			
BHANSA		**100%**	**Completed**
BHANSA is part of SEAFRA, FRA environment consisting of airspace of 4 states (Croatia, Bosnia and Herzegovina, Serbia and Montenegro) and 3 ANSP (CROCONTROL, BHANSA and SMATSA) Following SEAFRA H24 implementation by 08/12/2016 for all traffic above FL 325 (above the FIR Sarajevo), the FRA operations were extended down to above FL 205 inside the FIR Sarajevo from 01/02/2018. SEAFRA is also now co-operated with SAXFRA from other FAB CE States (Austria, Slovenia)	FAB CE Strategic Operational Planning Project (incl. FAB CE X-Border Free Route Airspace Study) / Gate One Free Route Airspace Operational Framework Study / Upgrade DPS		01/02/2018
AOM21.2-ASP01	Implement procedures and processes in support of the network dimension		by:31/12/2021
BHANSA	**-**	**100%**	**Completed**
Comment:	BHANSA is part of SEAFRA, FRA environment consisting of airspace of 4 states (Croatia, Bosnia and Herzegovina, Serbia and Montenegro) and 3 ANSP (CROCONTROL, BHANSA and SMATSA) Following SEAFRA H24 implementation by 08/12/2016 for all traffic above FL 325 (above the FIR Sarajevo), the FRA operations were extended down to above FL 205 inside the FIR Sarajevo from 01/02/2018. SEAFRA is also now co-operated with SAXFRA from other FAB CE States (Austria, Slovenia)		
1	Activity started (e.g. Project kicked-off)	10%	Y 01/01/2015
2	FRA airspace has been identified in coordination with the Network and FAB partners and the RAD has been updated accordingly	30%	Y 01/02/2018
3	Local ATFCM procedures in cooperation with the network taking on board the FRA impact agreed, tested and validated	35%	Y 01/02/2018
4	Local ATFCM procedures in cooperation with the network taking on board the FRA impact implemented	25%	Y 01/02/2018
Comment:	The local FRA airspace has been identified in coordination with the Network and FAB partners and the RAD has been updated accordingly (31/12/2017). The local ATFCM procedures have been updated in cooperation with the network to take on board the FRA impact (31/12/2017).		
AOM21.2-ASP02	Implement system improvements		by:31/12/2021
BHANSA	**-**	**100%**	**Completed**
Comment:	BHANSA is part of SEAFRA, FRA environment consisting of airspace of 4 states (Croatia, Bosnia and Herzegovina, Serbia and Montenegro) and 3 ANSP (CROCONTROL, BHANSA and SMATSA) Following SEAFRA H24 implementation by 08/12/2016 for all traffic above FL 325 (above the FIR Sarajevo), the FRA operations were extended down to above FL 205 inside the FIR Sarajevo from 01/02/2018. SEAFRA is also now co-operated with SAXFRA from other FAB CE States (Austria, Slovenia)		
1	Activity started (e.g. Project kicked-off)	10%	Y

			01/01/2015
2	System/Function for implementation of FRA procured	30%	Y 31/12/2016
3	System/Function for implementation of FRA installed	60%	Y 01/02/2018
Comment:	The ANSP system has been updated according to the specifications representing the identified necessary changes.		
AOM21.2-ASP03	Implement procedures and processes in support of the local dimension		by:31/12/2021
BHANSA	**-**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y 01/01/2015
2	FRA airspace has been described and published in the AIP, RAD and/or the charts	30%	Y 01/02/2018
Comment:	Planned		
3	ASM and ATC procedures taking on board FRA impact agreed, tested & validated	35%	Y 01/02/2018
Comment:	01/02/2018		
4	ASM and ATC procedures taking on board FRA implemented	25%	Y 01/02/2018
Comment:	The FRA airspace has been described and published in the AIP and the charts (31/12/2017). The Letters of Agreement have been updated if necessary (31/12/2017). The ASM and ATC procedures have been updated to take on board the FRA impact (31/12/2017).		
AOM21.2-ASP04	Implement transversal activities in support to operational deployment of FRA (validation, safety case and training)		by:31/12/2021
BHANSA	**-**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y 01/01/2015
2	FRA concept validated	30%	Y 01/02/2018
3	Safety argument has been developed and delivered to the competent authority	30%	Y 01/02/2018
4	ATCO Training conducted	30%	Y 01/02/2018
Comment:	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 (31/12/2017). ATCO training has been conducted (31/12/2017).		

AOP04.1	**Advanced Surface Movement Guidance and Control System A-SMGCS Surveillance (former Level 1)** ***Timescales:*** - not applicable -	**%**	**Not Applicable**
LQSA - Sarajevo Airport **(Outside Applicability Area)**			
Not applicable to LQSA			-
REG (By:12/2010)			
BHDCA		**%**	**Not Applicable**
Not applicable to Sarajevo airport-	-		-
AOP04.1-REG01	Mandate the carriage of required aircraft equipment to enable location and identification of aircraft on the movement area (including military aircraft, as appropriate)		by:-
BHDCA	**-**	**%**	**Not Applicable**
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	Airworthiness certification requirements related to A-SMGCS adopted by the Regulator	~~90%~~	NA -
AOP04.1-REG02	Mandate the carriage of required vehicle equipment to enable location and identification of vehicles on the manoeuvring area		by:-
BHDCA	**-**	**%**	**Not Applicable**
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	Certification requirements related to A-SMGCS vehicle equipage adopted by the Regulator	~~90%~~	NA -
AOP04.1-REG03	Publish A-SMGCS Surveillance procedures (including transponder operating procedures) in national aeronautical information publications		by:-
BHDCA	**-**	**%**	**Not Applicable**
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	A-SMGCS operational procedures drafted	~~30%~~	NA -
3	A-SMGCS operational procedures agreed, harmonized with application of transponder operating procedures, approved and published in national AIP	~~60%~~	NA -
ASP (By:12/2011)			
BHANSA		**%**	**Not Applicable**
Not applicable to Sarajevo airport-	-		-
AOP04.1-ASP01	Install required surveillance equipment		by:-
BHANSA	**-**	**%**	**Not Applicable**
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	Required surveillance equipment procured	~~30%~~	NA -
3	Required surveillance equipment installed	~~60%~~	NA -
AOP04.1-ASP02	Train aerodrome control staff in the use of A-SMGCS Surveillance in the provision of aerodrome control service		by:-
BHANSA	**-**	**%**	**Not Applicable**
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	Training ongoing	~~40%~~	NA -
3	Training completed	~~50%~~	NA -

AOP04.1-ASP03	Implement approved A-SMGCS operational procedures at airports equipped with A-SMGCS		by:-
BHANSA	-	**%**	**Not Applicable**
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	A-SMGCS operational procedures drafted	~~30%~~	NA -
3	A-SMGCS operational procedures agreed, tested & validated	~~35%~~	NA -
4	A-SMGCS operational procedures implemented, i.e. in operational use	~~25%~~	NA -
APO (By:12/2010)			
-			
AOP04.1-APO01	Install required surveillance equipment		by:-
-	-	**%**	**Not Applicable**
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	Required surveillance equipment procured	~~30%~~	NA -
3	Required surveillance equipment installed	~~60%~~	NA -
AOP04.1-APO02	Equip Ground Vehicles		by:-
-	-	**%**	**Not Applicable**
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	Ground vehicles equipment procured	~~30%~~	NA -
3	Ground vehicles equipment installed, tested & validated	~~60%~~	NA -
AOP04.1-APO03	Train ground vehicle drivers		by:-
-	-	**%**	**Not Applicable**
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	Training ongoing	~~40%~~	NA -
3	Training completed	~~50%~~	NA -

AOP04.2	**Advanced Surface Movement Guidance and Control System (A-SMGCS) Runway Monitoring and Conflict Alerting (RMCA) (former Level 2)** ***Timescales:*** - not applicable -	**%**	**Not Applicable**
LQSA - Sarajevo Airport **(Outside Applicability Area)**			
Not applicable to Sarajevo airport-			**-**
ASP (By:12/2017)			
BHANSA		**%**	**Not Applicable**
Not applicable to Sarajevo airport-	-		-
AOP04.2-ASP01	Install required A-SMGCS RMCA function equipment		by:-
BHANSA	**-**	**%**	**Not Applicable**
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	Required A-SMGCS Level 2 control function system procured	~~30%~~	NA -
3	Required A-SMGCS Level 2 control function system installed	~~60%~~	NA -
AOP04.2-ASP02	Train aerodrome control staff in the use of A-SMGCS RMCA in the provision of an aerodrome control service		by:-
BHANSA	**-**	**%**	**Not Applicable**
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	Training ongoing	~~40%~~	NA -
3	Training completed	~~50%~~	NA -
AOP04.2-ASP03	Implement approved A-SMGCS RMCA operational procedures		by:-
BHANSA	**-**	**%**	**Not Applicable**
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	Local A-SMGCS Level 2 operational procedures drafted	~~30%~~	NA -
3	Local A-SMGCS Level 2 operational procedures agreed, tested & validated	~~35%~~	NA -
4	Local A-SMGCS Level 2 operational procedures implemented, i.e. in operational use	~~25%~~	NA -
APO (By:12/2017)			
-			
AOP04.2-APO01	Install required A-SMGCS RMCA equipment		by:-
-	**-**	**%**	**Not Applicable**
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	Required A-SMGCS Level 2 control function system procured	~~30%~~	NA -
3	Required A-SMGCS Level 2 control function system installed	~~60%~~	NA -

AOP05	**Airport Collaborative Decision Making (A-CDM)** ***Timescales:*** - not applicable -	%	Not Applicable
LQSA - Sarajevo Airport **(Outside Applicability Area)**			
Not applicable to Sarajevo airport-			-
ASP (By:12/2016)			
BHANSA		%	Not Applicable
Not applicable to Sarajevo airport-	-		-
AOP05-ASP01	Define and agree performance objectives and KPIs at local level, specific to ANSP in accordance with A-CDM Manual guidelines		by:-
BHANSA	**-**	%	Not Applicable
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	Local A-CDM committee established with all Stakeholders involved	~~10%~~	NA -
3	Performance objectives and KPIs drafted	~~30%~~	NA -
4	Performance objectives and KPIs agreed by all parties	~~50%~~	NA -
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		by:-
BHANSA	**-**	%	Not Applicable
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	Information sharing principles/procedures defined and information sharing platform (if applicable) procured	~~30%~~	NA -
3	Information sharing platform (if applicable) installed	~~10%~~	NA -
4	Information sharing procedures agreed, tested & validated	~~25%~~	NA -
5	LoA and/or MoU signed by all partners and procedures implemented	~~25%~~	NA -
AOP05-ASP03	Define and implement local procedures for turnaround processes in accordance with CDM manual guidelines		by:-
BHANSA	**-**	%	Not Applicable
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	Procedures for turnaround processes drafted through LoA and/or MoU	~~30%~~	NA -
3	Procedures for turnaround processes agreed, tested & validated	~~35%~~	NA -
4	LoA and/or MoU signed by all partners and procedures for turnaround processes implemented	~~25%~~	NA -
AOP05-ASP04	Continually review and measure airport performance in accordance with Airport CDM Manual guidelines		by:-
BHANSA	**-**	%	Not Applicable
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	Procedure & methodology for measuring airport performance agreed & validated	~~30%~~	NA -
3	Procedure & methodology for measuring airport performance implemented	~~35%~~	NA -

4	Airport performance results/benefits published	~~25%~~	NA -
AOP05-ASP05	Define and implement variable taxi-time and predeparture sequencing procedure (i.e. initial DMAN) according to airport CDM Manual guidelines		by:-
BHANSA	-	%	Not Applicable
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	Procedures for variable taxi time and pre-departure sequencing drafted	~~30%~~	NA -
3	Procedures for variable taxi time and pre-departure sequencing agreed, tested & validated	~~35%~~	NA -
4	Procedures for variable taxi time and pre-departure sequencing implemented and published in the AIP	~~25%~~	NA -
AOP05-ASP06	Define and implement procedures for CDM in adverse conditions, including the de-icing according to airport CDM Manual guidelines		by:-
BHANSA	-	%	Not Applicable
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	Procedures for adverse conditions drafted through LoA and/or MoU	~~30%~~	NA -
3	Procedures for adverse conditions agreed, tested & validated	~~35%~~	NA -
4	LoA and/or MoU signed by all partners and procedures for adverse conditions implemented	~~25%~~	NA -
APO (By:12/2016)			
-			
AOP05-APO01	Define and agree performance objectives and KPIs at local level specific to airport operations in accordance with A-CDM Manual guidelines		by:-
-	-	%	Not Applicable
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	Local A-CDM committee established with all Stakeholders involved	~~10%~~	NA -
3	Performance objectives and KPIs drafted	~~30%~~	NA -
4	Performance objectives and KPIs agreed by all parties	~~50%~~	NA -
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		by:-
-	-	%	Not Applicable
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	Information sharing principles/procedures defined and information sharing platform (if applicable) procured	~~30%~~	NA -
3	Information sharing platform (if applicable) installed, tested & validated	~~10%~~	NA -
4	Information sharing procedures agreed, tested & validated	~~25%~~	NA -
5	LoA and/or MoU signed by all partners and procedures implemented	~~25%~~	NA -
AOP05-APO03	Define and implement local procedures for turnaround processes in accordance with CDM manual guidelines (baseline CDM)		by:-
-	-	%	Not Applicable

1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	Procedures for turnaround processes drafted through LoA and/or MoU	~~30%~~	NA -
3	Procedures for turnaround processes agreed, tested & validated	~~35%~~	NA -
4	LoA and/or MoU signed by all partners and procedures for turnaround processes implemented	~~25%~~	NA -
AOP05-APO04	Continually review and measure airport performance in accordance with Airport CDM Manual guidelines		by:-
-	-	%	Not Applicable
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	Procedure & methodology for measuring airport performance agreed & validated	~~30%~~	NA -
3	Procedure & methodology for measuring airport performance implemented	~~35%~~	NA -
4	Airport performance results/benefits published	~~25%~~	NA -
AOP05-APO05	Define and implement the exchange of messages, Flight Update Message (FUM) and Departure Planning Information (DPI) between NMOC and the airport in accordance with A-CDM Manual guidelines		by:-
-	-	%	Not Applicable
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	Capability to send/receive DPI/FUM messages available in systems	~~40%~~	NA -
3	Procedures for exchange of messages (DPI/FUM) with NMOC agreed, tested & validated	~~25%~~	NA -
4	Procedures for exchange of messages (DPI/FUM) with NMOC operational	~~25%~~	NA -
AOP05-APO06	Define and implement procedures for CDM in adverse conditions including the de-icing according to airport CDM Manual guidelines		by:-
-	-	%	Not Applicable
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	Procedures for adverse conditions and de-icing drafted through LoA and/or MoU	~~30%~~	NA -
3	Procedures for adverse conditions and de-icing agreed, tested & validated	~~35%~~	NA -
4	LoA and/or MoU signed by all partners and procedures for adverse conditions and de-icing implemented	~~25%~~	NA -

AOP10	**Time-Based Separation** ***Timescales:*** - not applicable -	%	Not Applicable
LQSA - Sarajevo Airport **(Outside Applicability Area)**			
Not applicable to Sarajevo airport.(LQSA not PCP airport)			-
REG (By:12/2023)			
BHDCA		%	Not Applicable
LQSA not PCP airport	-		-
AOP10-REG01	Publish TBS operations procedures in national aeronautical information publications		by:-
BHDCA	**-**	%	Not Applicable
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
Comment:	Activity started - not applicable.		
2	Procedures for TBS operations have been drafted by the ANSP and provided to the Regulator	~~30%~~	NA -
Comment:	Not applicable.		
3	Procedures for TBS operations have been validated	~~35%~~	NA -
Comment:	Not applicable.		
4	Procedures for TBS operations have been published by the ANSP in the local/State AIP	~~25%~~	NA -
Comment:	Not applicable.		
ASP (By:12/2023)			
BHANSA		%	Not Applicable
LQSA not PCP airport	-		-
AOP10-ASP01	Ensure AMAN system is compatible with TBS support tool		by:-
BHANSA	**-**	%	Not Applicable
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	FDPS and AMAN system are compatible with the TBS support tool	~~30%~~	NA -
3	CWP is modified to display headwind independent time based separation	~~30%~~	NA -
4	TBS support tool is able to calculate headwind independent time based separation	100%	N -
AOP10-ASP02	Modify CWP to integrate TBS Support tool with safety nets		by:-
BHANSA	**-**	%	Not Applicable
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	CWP modification to integrate TBS support tool has been procured (if necessary)	~~30%~~	NA -
3	CWP modification to integrate TBS support tool has been installed	~~35%~~	NA -
4	CWP modification to integrate TBS support tool has been tested, validated and is available for operational use	~~25%~~	NA -
AOP10-ASP03	Local MET info with actual glide-slope wind conditions to be provided into TBS Support tool		by:-
BHANSA	**-**	%	Not Applicable
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	Local meteorological information providing actual glide slope wind conditions to the TBS support tool has been tested & validated	~~65%~~	NA -
3	Local meteorological information providing actual glide slope wind	~~25%~~	NA

	conditions is fed into the TBS support tool		-
AOP10-ASP04	TBS Support tool to provide automatic monitoring and alerting of non-conformant behaviours, infringements, wrong aircraft		by:-
BHANSA	**-**	**%**	**Not Applicable**
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	A TBS support tool has been procured	~~30%~~	NA -
3	A TBS support tool has been installed	~~60%~~	NA -
AOP10-ASP05	Implement procedures for TBS operations		by:-
BHANSA	**-**	**%**	**Not Applicable**
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	Procedures for TBS operations have been drafted	~~30%~~	NA -
3	Procedures for TBS operations have been tested & validated	~~35%~~	NA -
4	Procedures for TBS operations have been implemented are in operational use and have been published in the local/State AIP	~~25%~~	NA -
AOP10-ASP06	Train controllers (Tower and Approach) on TBS operations		by:-
BHANSA	**-**	**%**	**Not Applicable**
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	The training of Tower and Approach Controllers on the procedures and practices to TBS is ongoing	~~40%~~	NA -
3	The training of Tower and Approach Controllers on the procedures and practices to TBS has been completed	~~50%~~	NA -

AOP11	**Initial Airport Operations Plan** ***Timescales:*** Initial Operational Capability: 01/01/2015 Full Operational Capability: 31/12/2021	%	Not Applicable
LQSA - Sarajevo Airport			
Not applicable to Sarajevo airport-			-
ASP (By:12/2021)			
BHANSA		%	Not Applicable
Not applicable to Sarajevo airport-	-		-
AOP11-ASP01	Provide the required information to the AOP		by:31/12/2021
BHANSA	-	%	Not Applicable
Comment:	Not applicable to Sarajevo airport-		
1	Activity started (e.g. Project kicked-off)	10%	N 31/12/2021
Comment:	Not started		
2	A local agreement for the provision of AOP elements with the APO has been signed	40%	N 31/12/2021
Comment:	Planned		
3	The ANSP is providing the AOP information to the APO	25%	N 31/12/2021
Comment:	Planned		
4	The ANSP is maintaining the information to the AOP constantly ensuring the appropriate quality	25%	N 31/12/2021
Comment:	The AOP information under its responsibility is provided and maintained, ensuring the appropriate quality. Explain situation/plans: This is a new objective. Data/information regarding "Provide the required information to the AOP" not provided by Bosnia and Herzegovina Air Navigation Services Agency.		
APO (By:12/2021)			
SARAJEVO Airport		%	Not Applicable
Not applicable to Sarajevo airport-	-		-
AOP11-APO01	Set up the and manage Airport Operational Plan		by:31/12/2021
SARAJEVO Airport	-	%	Not Applicable
Comment:	Not applicable to Sarajevo airport-		
1	Activity started (e.g. Project kicked-off)	10%	N 31/12/2021
2	All the stakeholders relevant to the Airport Operation Plan (AOP) have been identified	15%	N 31/12/2021
3	Local agreements for the provision of AOP information have been signed with the relevant stakeholders	25%	N 31/12/2021
4	The Airport Operation Plan has been approved and release	50%	N 31/12/2021
AOP11-APO02	Provide the required information to the AOP		by:31/12/2021
SARAJEVO Airport	-	%	Not Applicable
Comment:	Not applicable to Sarajevo airport-		
1	Activity started (e.g. Project kicked-off)	10%	N 31/12/2021
2	The APO is providing the AOP elements (core and supporting) to the AOP	65%	N 31/12/2021
3	The APO is maintaining the AOP constantly ensuring the appropriate quality	25%	N 31/12/2021
AOP11-APO03	Train all relevant personnel		by:31/12/2021

SARAJEVO Airport	**-**	**%**	**Not Applicable**
Comment:	Not applicable to Sarajevo airport-		
1	Activity started (e.g. Project kicked-off)	10%	N 31/12/2021
3	The training of the relevant personnel on the procedures and practices to the AOP is ongoing	40%	N 31/12/2021
4	The training of the relevant personnel on the procedures and practices to the AOP has been completed	50%	N 31/12/2021

AOP12	Improve Runway and Airfield Safety with Conflicting ATC Clearances (CATC) Detection and Conformance Monitoring Alerts for Controllers (CMAC) ***Timescales:*** - not applicable -	%	Not Applicable
LQSA - Sarajevo Airport (Outside Applicability Area)			
Not applicable.			-
ASP (By:12/2020)			
BHANSA		%	Not Applicable
-	-		-
AOP12-ASP01	Install required 'Airport Safety Nets'		by:-
BHANSA	-	%	Not Applicable
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
Comment:	N/A		
2	Airport Safety Nets function defined and appropriate system (if necessary) procured	~~30%~~	NA -
Comment:	N/A		
3	Airport Safety Nets function support system (if required) installed	~~35%~~	NA -
Comment:	N/A		
4	Airport Safety Nets function tested, validated and in operational use	~~25%~~	NA -
Comment:	N/A		
AOP12-ASP02	Train aerodrome control staff on the functionality of 'Airport Safety Nets'		by:-
BHANSA	-	%	Not Applicable
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
Comment:	N/A		
2	Training on the Airport Safety Nets functionality ongoing	~~40%~~	NA -
Comment:	N/A		
3	Training on the Airport Safety Nets functionality completed	~~50%~~	NA -
Comment:	N/A		
SARAJEVO Airport		%	Not Applicable
N/A	-		-
AOP12-ASP03	Implement digital systems such as electronic flight strips (EFS)		by:-
SARAJEVO Airport	-	%	Not Applicable
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
Comment:	N/A		
2	Digital systems (such as EFS) procured	~~30%~~	NA -
Comment:	N/A		
3	Digital systems (such as EFS) installed	~~35%~~	NA -
Comment:	N/A		
4	Digital systems (such as EFS) tested, validated and available for operational use	~~25%~~	NA -
Comment:	N/A		
APO (By:12/2020)			
SARAJEVO Airport		%	Not Applicable

N/A		-	-
AOP12-APO01	Train all relevant staff on the functionality of 'Airport Safety Nets'		by:-
SARAJEVO Airport	**-**	**%**	**Not Applicable**
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA
			-
Comment:	N/A		
2	Training of staff on the Airport Safety Nets functionality ongoing	~~40%~~	NA
			-
Comment:	N/A		
3	Training of staff on the Airport Safety Nets functionality completed	~~50%~~	NA
			-
Comment:	N/A		

AOP13	**Automated Assistance to Controller for Surface Movement Planning and Routing** ***Timescales:*** - not applicable -	%	Not Applicable
LQSA - Sarajevo Airport **(Outside Applicability Area)**			
Not applicable			-
REG (By:12/2023)			
BHDCA		%	Not Applicable
Not applicable	-		-
AOP13-REG01	Coordination and final official approval of procedures by the local regulator is required		by:-
BHDCA	**-**	%	Not Applicable
1	Activity started (e.g. Project kicked-off)	10%	N -
2	Request for operational approval and relevant material received by the competent authority	65%	N -
3	Relevant material verified and operational approval granted	25%	N -
ASP (By:12/2023)			
BHANSA		%	Not Applicable
-	-		-
AOP13-ASP01	Upgrade ATS systems to support automated assistance to air traffic controllers for surface movement planning and routing		by:-
BHANSA	**-**	%	Not Applicable
1	Activity started (e.g. Project kicked-off)	10%	N -
2	New/upgraded ATS systems to support automated assistance to ATCOs surface movement planning and routing procured	30%	N -
3	New/upgraded ATS systems to support automated assistance to ATCOs surface movement planning and routing installed	60%	N -
AOP13-ASP02	Implement operational procedures implementing automated assistance to air traffic controllers for surface movement planning and routing		by:-
BHANSA	**-**	%	Not Applicable
1	Activity started (e.g. Project kicked-off)	10%	N -
2	Procedures for automated assistance to ATCOs for surface movement planning and routing drafted	30%	N -
3	Procedures for automated assistance to ATCOs for surface movement planning and routing agreed, tested & validated	35%	N -
4	Procedures for automated assistance to ATCOs for surface movement planning and routing implemented	25%	N -
AOP13-ASP03	Develop, and deliver as necessary, a safety assessment of the changes imposed by the implementation of automated assistance to air traffic controllers for surface movement planning and routing		by:-
BHANSA	**-**	%	Not Applicable
1	Activity started (e.g. Project kicked-off)	10%	N -
2	Safety Assessment drafted	30%	N -
3	Safety Assessment delivered to the competent authority	60%	N -
AOP13-ASP04	Train all operational personnel concerned in the use of automated assistance for surface movement planning and routing		by:-
BHANSA	**-**	%	Not Applicable

1	Activity started (e.g. Project kicked-off)	10%	N
			-
2	Training ongoing	40%	N
			-
3	Training completed	50%	N
			-

AOP14	Remote Tower Services *Applicability and timescale: Local*	%	No Plan
LQSA - Sarajevo Airport			
No plan at the moment.			-

ATC02.2	**Implement ground based safety nets - Short Term Conflict Alert (STCA) - level 2 for en-route operations** ***Timescales:*** Initial operational capability: 01/01/2008 Full operational capability: 31/01/2013	**100%**	**Completed**
STCA function available in ATC system and operationally used			**13/11/2014**
ASP (By:01/2013)			
BHANSA		**100%**	**Completed**
STCA function available in ATC system and operationally used	-		13/11/2014
ATC02.2-ASP01	Implement STCA function for en-route operations		by:31/01/2013
BHANSA	**BH ACC / Sarajevo TMA**	**100%**	**Completed**
Comment:	STCA function available in ATC system and operationally used		
1	Activity started (e.g. Project kicked-off)	10%	Y 07/04/2009
2	The upgrade of ground systems to support the STCA function has been procured	30%	Y 13/11/2014
3	The upgrade of ground systems to support the STCA function has been installed	35%	Y 13/11/2014
4	The upgrade of ground systems to support the STCA function is tested, validated and in operational use	25%	Y 13/11/2014
ATC02.2-ASP02	Align ATCO training with the use of STCA ground-based safety tools		by:31/01/2013
BHANSA	**BH ACC**	**100%**	**Completed**
Comment:	STCA function available in ATC system and operationally used		
1	Activity started (e.g. Project kicked-off)	10%	Y 07/04/2009
2	Training for the concerned personnel is ongoing	40%	Y 13/11/2014
3	Training for the concerned personnel is completed	50%	Y 13/11/2014
ATC02.2-ASP03	Develop safety assessment for the changes		by:31/01/2013
BHANSA	**-**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y 07/04/2009
2	Safety Assessment drafted	30%	Y 15/07/2014
3	Safety Assessment delivered to the competent authority	60%	Y 15/07/2014

ATC02.8	**Ground-Based Safety Nets** ***Timescales:*** Initial operational capability: 01/01/2009 Full operational capability: 31/12/2016	**100%**	**Completed**
APW function is implemented in the ATC system, and is operationally used. **APM implemented at Sarajevo APP and in operations** **Currently there is no need (and plan) to implement MSAW**			**13/11/2014**
ASP (By:12/2016)			
BHANSA		**100%**	**Completed**
APW function is implemented in the ATC system, and is operationally used. APM implemented at Sarajevo APP and in operations Currently there is no need (and plan) to implement MSAW	-		13/11/2014
ATC02.8-ASP01	Implement the APW function		by:31/12/2016
BHANSA	-	**100%**	**Completed**
Comment:	APW function is implemented in the ATC system, and is operationally used		
1	Activity started (e.g. Project kicked-off)	10%	Y 07/04/2009
2	The upgrade of ground systems to support the APW function has been procured	30%	Y 13/11/2014
3	The upgrade of ground systems to support the APW function has been installed	35%	Y 13/11/2014
4	The upgrade of ground systems to support the APW function is tested, validated and in operational use	25%	Y 13/11/2014
ATC02.8-ASP02	Align ATCO training with the use of APW ground-based safety tools		by:31/12/2016
BHANSA	-	**100%**	**Completed**
Comment:	APW function is implemented in the ATC system, and is operationally used by ATCOs		
1	Activity started (e.g. Project kicked-off)	10%	Y 07/04/2009
2	Training for the concerned personnel is ongoing	40%	Y 13/11/2014
3	Training for the concerned personnel has been completed	50%	Y 13/11/2014
ATC02.8-ASP03	Implement the MSAW function		by:31/12/2016
BHANSA	-	**%**	**Not Applicable**
Comment:	Currently there is no need (and plan) to implement MSAW		
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	The upgrade of ground systems to support the MSAW function has been procured	~~30%~~	NA -
3	The upgrade of ground systems to support the MSAW function has been installed	~~35%~~	NA -
Comment:	Detailed plan will be made in due course.		
4	The upgrade of ground systems to support the MSAW function is tested, validated and in operational use	~~25%~~	NA -
ATC02.8-ASP04	Align ATCO training with the use of MSAW ground-based safety tools		by:31/12/2016
BHANSA	-	**%**	**Not Applicable**
Comment:	Currently there is no need (and plan) to implement MSAW		
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	Training for the concerned personnel is ongoing	~~40%~~	NA -
3	Training for the concerned personnel has been completed	~~50%~~	NA -
ATC02.8-ASP05	Implement the APM function		by:31/12/2016
BHANSA	-	**100%**	**Completed**

Comment:	Implemented at Sarajevo APP and in operations		
1	Activity started (e.g. Project kicked-off)	10%	Y 01/01/2008
2	The upgrade of ground systems to support the APM function has been procured by the ANSP	30%	Y 01/01/2009
3	The upgrade of ground systems to support the APM function has been installed	35%	Y 01/01/2009
4	The upgrade of ground systems to support the APM function is tested, validated and in operational use	25%	Y 01/01/2009
ATC02.8-ASP06	Align ATCO training with the use of APM ground-based safety tools		by:31/12/2016
BHANSA	**-**	**100%**	**Completed**
Comment:	Implemented at Sarajevo APP and in operations		
1	Activity started (e.g. Project kicked-off)	10%	Y 01/01/2008
2	Training for the concerned personnel is ongoing	40%	Y 01/01/2009
3	Training for the concerned personnel has been completed	50%	Y 01/01/2009
Comment:	The training programmes will include a new system features accordingly. No plan at present.		

ATC02.9	**Enhanced Short Term Conflict Alert (STCA) for TMAs** ***Timescales:*** Initial operational capability: 01/01/2018 Full operational capability: 31/12/2020	%	Not Applicable
All TMAs in SARAJEVO FIR are class E, and this objective is not relevant for implementation			-
ASP (By:12/2020)			
BHANSA		%	Not Applicable
All TMAs in SARAJEVO FIR are class E, and this objective is not relevant for implementation	-		-
ATC02.9-ASP01	Implement/adapt the STCA function in TMA		by:31/12/2020
BHANSA	-	%	Not Applicable
1	Activity started (e.g. Project kicked-off)	10%	N -
2	The upgrade of ground systems to support the STCA function in TMA has been procured by the ANSP	30%	N -
3	The upgrade of ground systems to support the STCA function in TMA has been tested & validated by the ANSP	35%	N -
4	The upgrade of ground systems to support the STCA function in TMA has been deployed & available for operational use by the ANSP	25%	N -
ATC02.9-ASP02	Develop and implement ATC procedures related to the use of STCA in TMA		by:31/12/2020
BHANSA	-	%	Not Applicable
1	Activity started (e.g. Project kicked-off)	10%	N -
2	Procedures for the use of STCA function in TMA drafted	30%	N -
3	Procedures for the use of STCA function in TMA agreed, tested and validated	35%	N -
4	Procedures for the use of STCA function in TMA implemented, i.e. in operational use	25%	N -
ATC02.9-ASP03	Align ATCO training with the use of STCA in TMA		by:31/12/2020
BHANSA	-	%	Not Applicable
0	Training for the concerned personnel has been completed	20%	N -
1	Activity started (e.g. Project kicked-off)	10%	N -
2	The training plans and training packages for the use of STCA function in TMA has been drafted by the ANSP	10%	N -
3	The training plans and training packages for the use of STCA function in TMAhas been approved/released by the ANSP	20%	N -
4	Training for the concerned personnel is ongoing	40%	N -
ATC02.9-ASP04	Develop a local safety assessment		by:31/12/2020
BHANSA	-	%	Not Applicable
1	Activity started (e.g. Project kicked-off)	10%	N -
2	Local safety assessment has been drafted	30%	N -
3	Local safety assessment has been submitted to the NSA	60%	N -

ATC07.1	**AMAN Tools and Procedures** ***Timescales:*** - not applicable -	%	Not Applicable
LQSA - Sarajevo Airport **(Outside Applicability Area)**			
Bosnia and Herzegovina is outside the applicability area. At this stage there is no plan to implement arrival tools. The main complexity with Sarajevo airport is the interaction between arrival and departure traffic flows. There is no operational justification for the implementation of this objective.			-
ASP (By:12/2019)			
BHANSA		%	Not Applicable
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.	-		-
ATC07.1-ASP01	Implement initial basic arrival management tools		by:-
BHANSA	-	%	Not Applicable
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	System/Function procured	~~30%~~	NA -
3	System/Function installed	~~60%~~	NA -
ATC07.1-ASP02	Implement initial basic AMAN procedures		by:-
BHANSA	-	%	Not Applicable
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	Procedures for operational use of basic AMAN tools drafted	~~30%~~	NA -
3	Procedures agreed, tested & validated	~~35%~~	NA -
4	Procedures implemented, i.e. basic AMAN tools in operational use	~~25%~~	NA -
ATC07.1-ASP03	Adapt TMA organisation to accommodate use of basic AMAN		by:-
BHANSA	-	%	Not Applicable
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	Adaptation of TMA organisation is drafted	~~30%~~	NA -
3	Adaptation of TMA organisation is agreed, tested and validated	~~35%~~	NA -
4	Adaptation of TMA organisation is implemented so that it can accommodate the operational use of basic AMAN	~~25%~~	NA -
ATC07.1-ASP04	Adapt ground ATC systems to support basic AMAN functions		by:-
BHANSA	-	%	Not Applicable
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	New ATC System compliant to basic AMAN tool procured, or existing system adapted accordingly	~~30%~~	NA -
3	New or adapted ATC System tested & validated	~~35%~~	NA -
4	New or adapted ATC System deployed & available for operational use	~~25%~~	NA -

ATC12.1	**Automated Support for Conflict Detection, Resolution Support Information and Conformance Monitoring** ***Timescales:*** Initial operational capability: 01/01/2015 Full operational capability: 31/12/2021	**0%**	**Planned**
According to plans, FDPS system is expected to be updated by 2019, and MTCD function is one of the requirement			**31/12/2021**
ASP (By:12/2021)			
BHANSA		**0%**	**Planned**
According to plans, FDPS system is expected to be updated by 2019, and MTCD function is one of the requirement	-		31/12/2021
ATC12.1-ASP01	Implement MTCD and resolution support functions and associated procedures		by:31/12/2021
BHANSA	**-**	**0%**	**Planned**
Comment:	According to plans, FDPS system is expected to be updated by 2019, and MTCD function is one of the requirement		
1	Project/task to implement MTCD and resolution support functions has been kicked off	10%	N 31/12/2021
Comment:	Planned		
2	MTCD and resolution support functions have been procured	30%	N 31/12/2021
Comment:	Planned		
3	MTCD and resolution support functions have been installed, tested, validated and ready for operational use	35%	N 31/12/2021
Comment:	Planned		
4	MTCD and resolution support functions related procedures are used operationally	25%	N 31/12/2021
ATC12.1-ASP02	Implement TCT and associated procedures		by:31/12/2021
BHANSA	**-**	**0%**	**Planned**
Comment:	According to plans, FDPS system is expected to be updated by 2019, and MTCD function is one of the requirement		
1	Project/task to implement TCT and resolution support functions has been kicked off	10%	N 31/12/2021
2	TCT and resolution support functions have been procured	30%	N 31/12/2021
3	TCT and resolution support functions have been installed, tested, validated and ready for operational use	35%	N 31/12/2021
Comment:			
4	TCT and resolution support functions related procedures are used operationally	25%	N 31/12/2021
ATC12.1-ASP03	Implement MONA functions		by:31/12/2021
BHANSA	**-**	**0%**	**Planned**
Comment:	According to plans, FDPS system is expected to be updated by 2019, and MTCD function is one of the requirement		
1	Project/task to implement MONA tool and related functions has been kicked off	10%	N 31/12/2021
2	MONA tool and related functions have been procured	30%	N 31/12/2021
3	MONA tool and related functions have been installed, tested, validated and ready for operational use	35%	N 31/12/2021
4	MONA tool and related functions are used operationally	25%	N 31/12/2021
ATC12.1-ASP04	Perform ATCO training for the use of CDT (MTCD and or TCT), resolution support and MONA related functions		by:31/12/2021

BHANSA	**-**	**0%**	**Planned**
Comment:	According to plans, FDPS system is expected to be updated by 2019, and MTCD function is one of the requirement		
1	Activity started (e.g. Project kicked-off)	10%	N 31/12/2021
2	Training ongoing	40%	N 31/12/2021
3	Training completed	50%	N 31/12/2021
ATC12.1-ASP05	Develop safety assessment for the changes		by:31/12/2021
BHANSA	**-**	**0%**	**Planned**
Comment:	According to plans, FDPS system is expected to be updated by 2019, and MTCD function is one of the requirement		
1	Activity started (e.g. Project kicked-off)	10%	N 31/12/2021
2	Safety assessment drafted	40%	N 31/12/2021
3	Safety assessment delivered to the competent authority	50%	N 31/12/2021

ATC15.1	**Information Exchange with En-route in Support of AMAN** ***Timescales:*** Initial operational capability: 01/01/2012 Full operational capability: 31/12/2017	**0%**	**No Plan**
No plan at present due to lack of needs from adjacent ATSUs.			-
ASP (By:12/2017)			
BHANSA		**0%**	**No Plan**
No plan at present due to lack of needs from adjacent ATSUs. Its possible implementation will be periodically assessed	-		-
ATC15.1-ASP01	Develop safety assessment for the changes		by:31/12/2017
BHANSA	**-**	**0%**	**No Plan**
1	Activity started (e.g. Project kicked-off)	10%	N -
2	Safety assessment drafted	40%	N -
3	Safety assessment delivered to the competent authority	50%	N -
Comment:	No plan at present. Its possible implementation will be assessed		
ATC15.1-ASP02	Adapt the ATC systems that will implement arrival management functionality in En-Route sectors in support of AMAN operations in adjacent/subjacent TMAs		by:31/12/2017
BHANSA	**-**	**0%**	**No Plan**
1	Activity started (e.g. Project kicked-off)	10%	N -
2	AMAN function compliant to the use in En-Route developed/procured	30%	N -
3	AMAN function compliant to the use in En-Route installed	60%	N -
Comment:	No plan at present. Its possible implementation will be assessed in 2017		
ATC15.1-ASP03	Implement ATC procedures in En-Route airspace/sectors that will implement AMAN information and functionality		by:31/12/2017
BHANSA	**-**	**0%**	**No Plan**
1	Activity started (e.g. Project kicked-off)	10%	N -
2	Procedures for the use of AMAN function in En-Route drafted	30%	N -
3	Procedures for the use of AMAN function agreed, tested & validated	35%	N -
4	Procedures for the use of AMAN function implemented, i.e. in operational use	25%	N -
Comment:	No plan at present.		
ATC15.1-ASP04	Train operational and technical staff and update Training Plans		by:31/12/2017
BHANSA	**-**	**0%**	**No Plan**
1	Activity started (e.g. Project kicked-off)	10%	N -
2	Training ongoing	40%	N -
3	Training completed	50%	N -
Comment:	No plan at present.		

ATC15.2	**Arrival Management Extended to En-route Airspace** ***Timescales:*** Initial operational capability: 01/01/2015 Full operational capability: 31/12/2023	**0%**	**No Plan**
No plan at present due to lack of needs from adjacent ATSUs.			-
ASP (By:12/2023)			
BHANSA		**0%**	**No Plan**
No plan at present due to lack of needs from adjacent ATSUs.	-		-
ATC15.2-ASP01	Upgrade ATC systems to support extended AMAN		by:31/12/2023
BHANSA	**-**	**0%**	**No Plan**
1	Activity started (e.g. Project kicked-off)	10%	N 31/12/2023
2	New/upgraded ATC systems supporting extended AMAN procured	30%	N 31/12/2023
3	New/upgraded ATC systems supporting extended AMAN installed	60%	N 21/12/2023
ATC15.2-ASP02	Implement ATC procedures to support extended AMAN		by:31/12/2023
BHANSA	**-**	**0%**	**No Plan**
1	Activity started (e.g. Project kicked-off)	10%	N 31/12/2023
2	Procedures to support extended AMAN drafted	30%	N 31/12/2023
3	Procedures to support extended AMAN agreed, tested & validated	35%	N 31/12/2023
4	Procedures to support extended AMAN implemented	25%	N 31/12/2023
ATC15.2-ASP03	Develop, and deliver as necessary, a safety assessment		by:31/12/2023
BHANSA	**-**	**0%**	**No Plan**
1	Activity started (e.g. Project kicked-off)	10%	N 31/12/2023
2	Safety Assessment drafted	30%	N 31/12/2023
3	Safety Assessment delivered to the competent authority	60%	N 31/12/2023
ATC15.2-ASP04	Establish Bilateral agreements		by:31/12/2023
BHANSA	**-**	**0%**	**No Plan**
1	Activity started (e.g. Project kicked-off)	10%	N 31/12/2023
2	Bilateral arrangements (LoA or MoU) with concerned neighbouring ACCs drafted	30%	N 31/12/2023
3	Bilateral arrangements (LoA or MoU) with concerned neighbouring ACCs signed	60%	N 31/12/2023
ATC15.2-ASP05	Ensure that all operational personnel concerned is adequately trained		by:31/12/2023
BHANSA	**-**	**0%**	**No Plan**
1	Activity started (e.g. Project kicked-off)	10%	N 31/12/2023
2	Training ongoing	40%	N 31/12/2023
3	Training completed	50%	N 31/12/2023

ATC16	**Implement ACAS II compliant with TCAS II change 7.1** ***Timescales:*** Initial operational capability: 01/03/2012 Full operational capability: 31/12/2015	**40%**	**Late**
The performance monitoring of ACAS in the ATC environment is part of the incident occurrence reporting, investigation and analysis process established by BHANSA.			**31/12/2018**
REG (By:12/2015)			
BHDCA		**0%**	**Late**
EU regulation 1332/2011 is not transposed in B&H legislation, not implemented in Bosnia and Herzegovina yet.	-		31/12/2018
ATC16-REG01	Supervise compliance with regulatory provisions		by:31/12/2015
BHDCA	**-**	**0%**	**Late**
1	Activity started (e.g. Project kicked-off)	10%	N 31/12/2018
2	Ensure that all concerned aircraft in the State of Registry under its oversight are equipped with certified ACAS II equipment	30%	N 31/12/2018
3	Ensure that these ACAS II equipment have received airworthiness certificate, in compliance with applicable EASA certification material	30%	N 31/12/2018
4	Ensure that all concerned aircraft operators in the State of Registry under its oversight have received an operational approval in compliance with applicable EASA material	30%	N 31/12/2018
Comment:	The evidence on the status of compliance not established on state level.		
ATC16-REG02	Provide airworthiness certification		by:31/12/2015
BHDCA	**-**	**0%**	**Late**
1	Activity started (e.g. Project kicked-off)	10%	N 31/12/2018
2	Provide percentage of aircraft in the State of Registry under its responsibility having received airworthiness certification for ACAS II (TCAS 7.1) (use the overwrite percentage box	90%	N 31/12/2018
Comment:	Airworthiness certification not provided due there is no aircraft in the BH registry.		
ATC16-REG03	Deliver operational approval for ACAS II version 7.1 equipped aircraft		by:31/12/2015
BHDCA	**-**	**0%**	**Late**
1	Activity started (e.g. Project kicked-off)	10%	N 31/12/2018
2	Provide percentage of applicable aircraft having received operational approval for ACAS II version 7.1 (use the overwrite percentage box)	90%	N 31/12/2018
Comment:	Operational approval is not delivered due no any aircraft operators submitted an application.		
ASP (By:03/2012)			
BHANSA		**100%**	**Completed**
The performance monitoring of ACAS in the ATC environment is part of the incident occurrence reporting, investigation and analysis process established.	-		31/12/2017
ATC16-ASP01	Train controllers		by:01/03/2012
BHANSA	**-**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y 31/12/2017
2	Training ongoing	40%	Y 31/12/2017
3	Training completed	50%	Y 31/12/2017
ATC16-ASP02	Establish ACAS II (TCAS II version 7.1) performance monitoring		by:01/03/2012
BHANSA	**-**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y 31/12/2017
2	System/upgrade procured, if necessary	30%	Y 31/12/2017

3	Procedures for implementing a monitoring system of the performance of ACAS in the ATC environment, by means of regular incident occurrence reporting, investigation and analysis, have been drafted	35%	Y 31/12/2017
4	Procedures/system for monitoring the performance of ACAS in the ATC environment, by means of regular incident occurrence reporting, investigation and analysis, are in use	25%	Y 31/12/2017
MIL (By:12/2015)			
Mil. Authority		**%**	**Not Applicable**
n/a	-		-
ATC16-MIL01	Equip and put into service transport-type aircraft with ACAS II (TCAS II version 7.1) capability		by:31/12/2015
Mil. Authority	**-**	**%**	**Not Applicable**
1	Activity started (e.g. Project kicked-off)	10%	N -
2	Provide percentage of applicable service transport-type aircraft equipped with ACAS II (TCAS 7.1) (use the overwrite percentage box)	90%	N -
ATC16-MIL02	Train aircrews of tactical aircraft (not ACAS II equipped)		by:31/03/2012
Mil. Authority	**-**	**%**	**Not Applicable**
1	Activity started (e.g. Project kicked-off)	10%	N -
2	Training ongoing	40%	N -
3	Training completed	50%	N -

ATC17	**Electronic Dialogue as Automated Assistance to Controller during Coordination and Transfer** ***Timescales:*** Initial operational capability: 01/01/2013 Full operational capability: 31/12/2018	**100%**	**Completed**
OLDI function is implemented in the ATC system, supporting electronic coordination and transfer			**13/11/2014**
ASP (By:12/2018)			
BHANSA		**100%**	**Completed**
OLDI function is implemented in the ATC system, supporting electronic coordination and transfer	-		13/11/2014
ATC17-ASP01	Develop safety assessment for the changes		by:31/12/2018
BHANSA	**-**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y 07/04/2009
Comment:	Not started		
2	Safety assessment drafted	30%	Y 13/11/2014
Comment:	Planned		
3	Safety assessment delivered to the competent authority	60%	Y 13/11/2014
Comment:	planned		
ATC17-ASP02	Upgrade and put into service ATC system to support the Basic procedure (specifically PAC and COD)		by:31/12/2018
BHANSA	**BH ACC**	**100%**	**Completed**
1	Project/task to implement ATC System to support OLDI Basic Procedures (specifically PAC and COD) has been kicked off	10%	Y 07/04/2009
Comment:	Planned		
2	ATC System to support OLDI Basic Procedures (specifically PAC and COD) has been procured	30%	Y 13/11/2014
Comment:	Planned		
3	ATC System to support OLDI Basic Procedures (specifically PAC and COD) has been installed	35%	Y 13/11/2014
Comment:	Planned		
4	ATC System to support Basic Procedures (specifically PAC and COD) is used operationally	25%	Y 13/11/2014
ATC17-ASP03	Upgrade and put into service ATC system to support electronic dialogue procedure in Transfer of communication process		by:31/12/2018
BHANSA	**BH ACC**	**100%**	**Completed**
1	Project/task to implement ATC System to support electronic dialogue procedure in Transfer of communication process (ROF, COF, TIM, HOP, MAS and SDM) has been kicked off	10%	Y 07/04/2009
Comment:	Planned		
2	ATC System to support electronic dialogue procedure in Transfer of communication process (ROF, COF, TIM, HOP, MAS and SDM) has been procured	30%	Y 13/11/2014
Comment:	Planned		
3	ATC System to support electronic dialogue procedure in Transfer of communication process (ROF, COF, TIM, HOP, MAS and SDM) have been installed	35%	Y 13/11/2014
Comment:	Planned		
4	ATC System to support electronic dialogue procedure in Transfer of	25%	Y

	communication process (ROF, COF, TIM, HOP, MAS and SDM) is used operationally		13/11/2014
Comment:	planned		
ATC17-ASP04	Upgrade and put into service ATC system to support electronic dialogue procedure in Coordination process		by:31/12/2018
BHANSA	**BH ACC**	**100%**	**Completed**
1	Project/task to implement ATC System to support electronic dialogue procedure in coordination process (RAP, RRV, CDN, ACP, RJC and SBY) has been kicked off	10%	Y 07/04/2009
Comment:	Planned		
2	ATC System to support electronic dialogue procedure in coordination process (RAP, RRV, CDN, ACP, RJC and SBY) have been procured	30%	Y 13/11/2014
Comment:	Planned		
3	ATC System to support electronic dialogue procedure in coordination process (RAP, RRV, CDN, ACP, RJC and SBY) have been installed	35%	Y 13/11/2014
Comment:	Planned		
4	ATC System to support electronic dialogue procedure in coordination process (RAP, RRV, CDN, ACP, RJC and SBY) is used operationally	25%	Y 13/11/2014
Comment:	planned		
ATC17-ASP05	Train ATC staff for applying electronic dialogue procedure		by:31/12/2018
BHANSA	**-**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y 07/04/2009
Comment:	Not started		
2	Training ongoing	40%	Y 13/11/2014
Comment:	Planned		
3	Training completed	50%	Y 13/11/2014
Comment:	The training plans have been updated and a training package has been developed by the ANSP for the use of electronic dialogue procedure.		

ATC18	Multi-Sector Planning En-route - 1P2T *Applicability and timescale: Local*	%	Not Applicable
Not appliable			-

COM10	**Migrate from AFTN to AMHS** ***Timescales:*** Initial operational capability: 01/12/2011 Full operational capability: 31/12/2018	**62%**	**Ongoing**
Will be completed by the end of 2018.			**31/12/2018**
ASP (By:12/2018)			
BHANSA		**62%**	**Ongoing**
Will be completed in end of 2018.	-		31/12/2018
COM10-ASP01	Implement AMHS capability (Basic ATSMHS) and gateway facilities to AFTN		by:31/12/2011
BHANSA	**-**	**100%**	**Completed**
1	Project/task to upgrade the existing COM centres to provide basic AMHS capability has been kicked off	10%	Y -
2	Basic AMHS functions procured	30%	Y -
3	Basic AMHS functions installed	35%	Y -
4	Basic AMHS functions tested, validated & in operational use	25%	Y 31/12/2011
Comment:	LA#1 Implement AMHS capabilities.		
COM10-ASP02	Implement regional boundary gateways		by:31/12/2011
BHANSA	**-**	**%**	**Not Applicable**
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	Interfaces to non-European AFTN and to AMHS network outside the EUR Region procured	~~30%~~	NA -
3	Interfaces to non-European AFTN and to AMHS network outside the EUR Region installed	~~35%~~	NA -
4	Interfaces to non-European AFTN and to AMHS network outside the EUR Region tested, validated & in operational use	~~25%~~	NA -
COM10-ASP03	Enhance AMHS capability (Extended ATSMHS)		by:31/12/2018
BHANSA	**-**	**0%**	**No Plan**
1	Project/task for enhancing AMHS capability has kicked off	10%	N -
Comment:	Not Planned		
2	Extended AMHS functions procured	30%	N -
Comment:	Not Planned		
3	Extended AMHS functions installed	35%	N -
Comment:	Not Planned		
4	Extended AMHS functions tested, validated & in operational use	25%	N -
Comment:	Not Planned		
COM10-ASP04	Ensure the conformity of AMHS systems and associated procedures		by:31/12/2018
BHANSA	**-**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y -
2	AMHS systems conformity documentation and associated procedures drafted	30%	Y -
3	AMHS declaration of verification is submitted to NSA	60%	Y 31/12/2011
COM10-ASP05	Organise personnel awareness and training		by:31/12/2018
BHANSA	**-**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y

			-
2	Training of personnel ongoing	40%	Y
			-
3	Training of personnel completed	50%	Y
			30/06/2017
Comment:	LA#0 Operational personal trained		
COM10-ASP06	Participate in AMC activities for ATS Messaging Management		by:31/12/2018
BHANSA	**-**	**10%**	**Ongoing**
1	Activity started (e.g. Project kicked-off)	10%	Y
			-
2	AMC Procedures for Cooperating COM Centres (CCC) operators have been implemented as defined in the ATS Messaging Management Manual	90%	N
			31/12/2018
Comment:	Participation planned as of end 2018.		

COM11	**Voice over Internet Protocol (VoIP)** ***Timescales:*** Initial operational capability: 01/01/2013 Full operational capability: 31/12/2020	**0%**	**Planned**
New VCS system being commissioned may support future implementation of VoIP technology BHANSA plans to partly implement VoIP ground-ground communication by the end of 2020.			**31/12/2020**
ASP (By:12/2020)			
BHANSA		**0%**	**Planned**
New VCS system being commissioned may support future implementation of VoIP technology BHANSA plans to partly implement VoIP ground-ground communication by the end of 2020.	New VCS		31/12/2020
COM11-ASP01	Develop safety assessment for the changes		by:31/12/2020
BHANSA	-	**0%**	**Planned**
1	Activity started (e.g. Project kicked-off)	10%	N 31/12/2018
Comment:	Not Started		
2	Safety assessment conducted and relevant documentation drafted	30%	N 31/12/2020
Comment:	planned		
3	Safety assessment documentation approved and submitted to NSA	60%	N 31/12/2020
Comment:	planned		
COM11-ASP03	Upgrade and put into service Voice Communication Systems to support VoIP inter-centre telephony		by:31/12/2020
BHANSA	-	**0%**	**Planned**
1	Project/task for upgrading or buying a new VCS to support VoIP inter-centre telephony has kicked off	10%	N 31/12/2018
Comment:	planned		
2	Upgrade or new Voice Communication System procured	30%	N 31/12/2020
Comment:	planned		
3	Upgrade or new Voice Communication System installed	35%	N 31/12/2020
Comment:	planned		
4	Upgrade or new Voice communication system tested, validated & in operation use	25%	N 31/12/2020
Comment:	planned		
COM11-ASP04	Upgrade and put into service Voice Communication Systems to support VoIP links to the ground radio stations		by:31/12/2020
BHANSA	-	**0%**	**Planned**
1	Project/task for upgrading or buying a new VCS to support VoIP links to the ground radio stations has kicked off	10%	N 31/12/2020
Comment:	planned		
2	Upgrade or new Voice Communication System procured	30%	N 31/12/2020
Comment:	planned		
3	Voice Communication System installed	35%	N 31/12/2020
Comment:	planned		
4	Voice communication system tested, validated & in operation use	25%	N 31/12/2020

COM12	**New Pan-European Network Service (NewPENS)** ***Timescales:*** Initial operational capability: 01/01/2018 Full operational capability (33 ANSPs): 31/12/2020	**0%**	**No Plan**
BHANSA has no plan for implementation at the moment.			-
ASP (By:12/2024)			
BHANSA		**0%**	**No Plan**
BHANSA has no plan for implementation at the moment.	-		-
COM12-ASP01	Provide NewPENS connectivity infrastructure		by:31/12/2020
BHANSA	**-**	**0%**	**No Plan**
1	Project/task for deploying NewPENS connectivity infrastructure has kicked off	10%	N -
2	NewPENS connectivity infrastructure is procured	30%	N -
3	NewPENS connectivity infrastructure is installed	35%	N -
4	NewPENS connectivity infrastructure is tested, validated & available for use	25%	N -
COM12-ASP02	Migrate to NewPENS		by:31/12/2020
BHANSA	**-**	**0%**	**Missing Data**
1	Activity started (e.g. Project kicked-off)	10%	N -
2	Migration Plan to NewPENS developed	30%	N -
3	Migration to NewPENS ongoing	35%	N -
4	Migration to NewPENS completed	25%	N -
APO (By:12/2024)			
SARAJEVO Airport		**0%**	**Missing Data**
-	-		-
COM12-APO01	Migrate to NewPENS, if deemed beneficial		by:31/12/2024
SARAJEVO Airport	**-**	**0%**	**No Plan**
1	Activity started (e.g. Project kicked-off)	10%	N -
2	Migration Plan to NewPENS developed	30%	N -
3	Migration to NewPENS ongoing	35%	N -
4	Migration to NewPENS completed	25%	N -

ENV01	**Continuous Descent Operations (CDO)** ***Timescales:*** Initial operational capability: 01/07/2007 Full operational capability: 31/12/2013	**0%**	**No Plan**
LQSA - Sarajevo Airport			
Initial CDO implementation activities took place back to 2013. There is at the moment no further plan to develop and finalize CDO implementation at Sarajevo airport. Airspace constraints are also limiting to scope of CDO operations.			-
ASP (By:12/2013)			
BHANSA		**0%**	**No Plan**
Initial CDO implementation activities took place back to 2013. There is at the moment no further plan to develop and finalize CDO implementation at Sarajevo airport. Airspace constraints are also limiting to scope of CDO operations.	-		-
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		by:31/12/2013
BHANSA	**-**	**0%**	**No Plan**
1	Activity started (e.g. Project kicked-off)	10%	N -
Comment:	no plan		
2	CDO Rules & Procedures have been drafted	30%	N -
Comment:	no plan		
3	CDO Rules & Procedures have been tested & validated	35%	N -
Comment:	no plan		
4	CDO Rules & Procedures have been published in the local/State AIP	25%	N -
Comment:	no plan		
ENV01-ASP02	Train controllers in the application of CDO techniques whenever practicable		by:31/12/2013
BHANSA	**-**	**0%**	**No Plan**
1	Activity started (e.g. Project kicked-off)	10%	N -
Comment:	no plan		
2	The training of Air traffic Controllers on the application of CDO techniques is ongoing	40%	N -
Comment:	no plan		
3	The training of Air traffic Controllers on the application of CDO techniques has been completed	50%	N -
Comment:	no plan		
APO (By:12/2013)			
SARAJEVO Airport		**0%**	**Missing Data**
-	-		-
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		by:31/12/2013
SARAJEVO Airport	**-**	**0%**	**Missing Data**
1	Activity started (e.g. Project kicked-off)	10%	N -
2	CDO Procedures are supported by the Airport Operator	40%	N -
3	A monitoring and performance measurement process, including a feedback process to the ANSP and users has been established	25%	N -

4	A main link with the local community, including information sessions is available	25%	N
			-

ENV02	**Airport Collaborative Environmental Management** ***Timescales:*** Initial operational capability: 01/09/2004 Full operational capability: 31/12/2016	**0%**	**No Plan**
LQSA - Sarajevo Airport			
There is no implementation plan at the moment			-
ASP (By:12/2016)			
BHANSA		**0%**	**No Plan**
There is no implementation plan at the moment	-		-
ENV02-ASP01	Participate actively in formal working partnership arrangements with the Airport and Aircraft Operators to manage and control environmental impacts of air traffic procedures in and around the airport.		by:31/12/2015
BHANSA	**-**	**0%**	**No Plan**
1	The activity to prepare a CEM working arrangement has started	10%	N 31/12/2015
Comment:	no plan		
2	A CEM working arrangement has been initiated and established by any of the key operational stakeholders	40%	N 31/12/2015
Comment:	no plan		
3	CEM meetings to address the environmental impacts through collaborative solutions are taking place	50%	N 31/12/2016
Comment:	no plan		
ENV02-ASP02	Train controllers in the environmental impacts of aircraft operations		by:31/12/2016
BHANSA	**-**	**0%**	**No Plan**
1	Activity started (e.g. Project kicked-off)	10%	N 31/12/2016
Comment:	no plan		
3	The training of Air Traffic Controllers on the environmental impacts of aircraft operations is ongoing	40%	N 31/12/2016
Comment:	no plan		
4	The training of Air Traffic Controllers on the environmental impacts of aircraft operations has been completed	50%	N 31/12/2016
Comment:	no plan		
APO (By:12/2016)			
SARAJEVO Airport		**0%**	**Missing Data**
Sarajevo Airport did not provide information regarding this issue for this LSSIP edition.	-		31/12/2016
ENV02-APO01	Initiate and participate actively in the formal working partnership arrangements with the ANSP and Aircraft Operators to minimise the environmental impact of air traffic procedures		by:31/12/2015
SARAJEVO Airport	**-**	**0%**	**Missing Data**
1	The activity to prepare a CEM working arrangement has started	10%	N 31/12/2015
2	A CEM working arrangement has been initiated and established by any of the key operational stakeholders	40%	N 31/12/2015
3	CEM meetings to address the environmental impacts through collaborative solutions are taking place	50%	N 31/12/2015
Comment:	Minimise environmental impact and secure or safeguard ATM capacity in the light of environmental regulations in accordance with guidelines.		
ENV02-APO02	Ensure appropriate and relevant performance information availability at Airports		by:31/12/2016
SARAJEVO Airport	**-**	**0%**	**Missing Data**
1	Activity started (e.g. Project kicked-off)	10%	N

			31/12/2016
Comment:	Missing data.		
2	Environmental monitoring or information systems have been procured	30%	N 31/12/2016
Comment:	Missing data.		
3	Environmental monitoring or information systems have been installed	35%	N 31/12/2016
Comment:	Missing data.		
4	Environmental monitoring or information systems are deployed and in operational use	25%	N 31/12/2016
Comment:	Missing data.		
ENV02-APO03	Ensure appropriate Airport policy and procedures and, if required, relevant infrastructures needed to manage and mitigate pollution due to de-icing activities		by:31/12/2016
SARAJEVO Airport	**-**	**0%**	**Missing Data**
1	Activity started (e.g. Project kicked-off)	10%	N 31/12/2016
Comment:	Missing data		
2	Procedures for de-icing pollution mitigations & required infrastructure changes have been drafted	30%	N 31/12/2016
Comment:	Missing data		
3	Procedures for de-icing pollution mitigation & required infrastructure changes have been agreed & validated	35%	N 31/12/2016
Comment:	Missing data		
4	Procedures for de-icing pollution mitigation & required infrastructure changes are deployed and in operational use	25%	N 31/12/2016
Comment:	Planned.		
ENV02-APO04	Train airport operational staff in the environmental impacts of aircraft operations		by:31/12/2016
SARAJEVO Airport	**-**	**0%**	**Missing Data**
1	Activity started (e.g. Project kicked-off)	10%	N 31/12/2016
Comment:	Missing data		
3	The training of Airport Staff on the environmental impacts of aircraft operations is ongoing	40%	N 31/12/2016
Comment:	Missing data		
4	The training of Airport Staff on the environmental impacts of aircraft operations has been completed	50%	N 31/12/2016
Comment:	Missing data		

ENV03	Continuous Climb Operations (CCO) *Applicability and timescale: Local*	%	No Plan
LQSA - Sarajevo Airport			
No plan at the moment.			-

FCM01	**Implement enhanced tactical flow management services** ***Timescales:*** Initial operational capability: 01/08/2001 Full operational capability: 31/12/2006	**40%**	**Late**
Planned by end 2018, system is under test phase			**31/12/2018**
ASP (By:07/2014)			
BHANSA		**40%**	**Late**
Planned by end 2018, following system validation	-		31/12/2018
FCM01-ASP01	Supply ETFMS with Basic Correlated Position Data		by:31/12/2004
BHANSA	**BH ACC**	**40%**	**Late**
Comment:	System is connected and is under test phase		
1	Activity started (e.g. Project kicked-off)	10%	Y 01/01/2017
2	System/upgrade procured	30%	Y 01/01/2017
3	ATC system is capable of automatically supplying ETFMS with Basic Correlated Position Data	35%	N 31/12/2018
Comment:	System is connected and is under test phase		
4	Reception by NM of Basic Correlated Position Data has been ensured	25%	N 31/12/2018
FCM01-ASP02	Supply ETFMS with Standard Correlated Position Data		by:31/12/2006
BHANSA	**BH ACC**	**40%**	**Late**
Comment:	System is connected and is under test phase		
1	Activity started (e.g. Project kicked-off)	10%	Y 01/01/2017
2	System/upgrade procured	30%	Y 01/01/2017
3	ATC system is capable of automatically supplying ETFMS with Standard Correlated Position Data	35%	N 31/12/2018
Comment:	System is connected and is under test phase		
4	Reception by NM of Standard Correlated Position Data has been ensured	25%	N 31/12/2018
FCM01-ASP03	Receive and process ATFM data from the NM		by:31/12/2001
BHANSA	**BH ACC**	**40%**	**Late**
Comment:	System is connected and is under test phase		
1	Activity started (e.g. Project kicked-off)	10%	Y 01/01/2017
2	System/upgrade procured	30%	Y 01/01/2017
3	ATC system is capable of receiving and processing ATFM data from the NM	35%	N 31/12/2018
Comment:	System is connected and is under test phase		
4	Capability to receive and process ATFM data from the NM is used in operations	25%	N 31/12/2018
FCM01-ASP04	Inform NM of flight activations and estimates for ATFM purposes		by:31/12/1999
BHANSA	**BH ACC**	**40%**	**Late**
Comment:	Planned by end 2018, following system validation		
1	Activity started (e.g. Project kicked-off)	10%	Y 01/01/2017
2	System/upgrade procured	30%	Y 01/01/2017
3	ATC system is capable of automatically informing NM of flight activations and estimates for ATFM purposes	35%	N 31/12/2018
Comment:	Planned by end 2018, following system validation		
4	Reception by NM of FSA messages for flight activations and estimates for	25%	N

	ATFM purposes has been ensured		31/12/2018
FCM01-ASP06	Inform NM of re-routings inside FDPA for ATFM purposes		by:31/12/2006
BHANSA	**BH ACC**	**40%**	**Late**
Comment:	Planned by end 2018, following system validation		
1	Activity started (e.g. Project kicked-off)	10%	Y 01/01/2017
2	System/upgrade procured	30%	Y 01/01/2017
3	ATC system is capable of automatically informing NM of re-routings inside FDPA for ATFM purposes	35%	N 31/12/2018
Comment:	Planned by end 2018, following system validation		
4	Reception by NM of FSA messages for re-routings inside FDPA for ATFM purposes has been ensured	25%	N 31/12/2018
FCM01-ASP07	Inform NM of aircraft holding for ATFM purposes		by:31/12/2006
BHANSA	**BH ACC**	**40%**	**Late**
Comment:	Planned by end 2018, following system validation		
1	Activity started (e.g. Project kicked-off)	10%	Y 01/01/2017
2	System/upgrade procured	30%	Y 01/01/2017
3	ATC system is capable of automatically informing NM of aircraft holding for ATFM purposes	35%	N 31/12/2018
Comment:	Planned by end 2018, following system validation		
4	Reception by NM of FSA messages for aircraft holding for ATFM purposes has been ensured	25%	N 31/12/2018
FCM01-ASP08	Supply NM with Departure Planning Information (DPI)		by:04/07/2014
BHANSA	**BH ACC**	**40%**	**Late**
Comment:	Planned by end 2018, following system validation		
1	Activity started (e.g. Project kicked-off)	10%	Y 01/01/2017
2	System/upgrade procured	30%	Y 01/01/2017
3	ATC system capable of supplying NM with Departure Planning Information (DPI)	35%	N 31/12/2018
Comment:	Planned by end 2018, following system validation		
4	Reception by NM of Departure Planning Information (DPI) has been ensured	25%	N 31/12/2018

FCM03	**Collaborative Flight Planning** ***Timescales:*** Initial operational capability: 01/01/2000 Full operational capability: 31/12/2017	**100%**	**Completed**
Objective implemented.			**01/01/2017**
ASP (By:12/2017)			
BHANSA		**100%**	**Completed**
Objective implemented.	-		01/01/2017
FCM03-ASP01	Provide flight plan message processing in ICAO format		by:31/12/1995
BHANSA	**BH ACC**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y 01/01/2017
Comment:	no plan		
2	System/upgrade procured	30%	Y 01/01/2017
Comment:	no plan		
3	ATC system is capable of automatically processing flight plan messages in ICAO format	35%	Y 01/01/2017
Comment:	no plan		
4	Capability to automatically process flight plan messages in ICAO format is used in operation	25%	Y 01/01/2017
Comment:	no plan		
FCM03-ASP02	Automatically process FPLs derived from RPLs		by:31/12/1995
BHANSA	**BH ACC**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y 01/01/2017
Comment:	no plan		
2	System/upgrade procured	30%	Y 01/01/2017
Comment:	no plan		
3	ATC system is capable of receiving and automatically processing IFPS output derived from RPL to suppress the need for RPL bulk-output from IFPS	35%	Y 01/01/2017
Comment:	no plan		
4	Capability to automatically process FPLs derived from RPLs is used in operations	25%	Y 01/01/2017
Comment:	no plan		
FCM03-ASP03	Provide flight plan message processing in ADEXP format		by:31/12/2012
BHANSA	**BH ACC**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y 01/01/2017
Comment:	no plan		
2	System/upgrade procured	30%	Y 01/01/2017
Comment:	no plan		
3	ATC system is able to receive and process flight plan data from IFPS in ADEXP format	35%	Y 01/01/2017
Comment:	no plan		
4	Capability to receive and process flight plan data in ADEXP format is used in operations	25%	Y 01/01/2017
Comment:	no plan		
FCM03-ASP04	Processing of APL and ACH messages		by:31/12/1999
BHANSA	**BH ACC**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y 01/01/2017

Comment:	no plan		
2	System/upgrade procured	30%	Y 01/01/2017
Comment:	no plan		
3	ATC system capable of automatically processing real-time updates to flight plan information as provided by IFPS via APL and ACH messages	35%	Y 01/01/2017
Comment:	no plan		
4	Capability to automatically process APL and ACH messages is used in operations	25%	Y 01/01/2017
Comment:	no plan		
FCM03-ASP05	Automatically provide AFP for missing flight plans		by:31/12/2017
BHANSA	**BH ACC**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y 01/01/2017
Comment:	no plan		
2	System/upgrade procured	30%	Y 01/01/2017
Comment:	no plan		
3	ATC system is able to automatically generate AFP messages for missing flight plans	35%	Y 01/01/2017
Comment:	no plan		
4	Reception by NM of automatically generated AFP messages for missing flight plans has been ensured	25%	Y 01/01/2017
Comment:	no plan		
FCM03-ASP06	Automatically provide AFP message for change of route		by:31/12/2017
BHANSA	**BH ACC**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y 01/01/2017
Comment:	no plan		
2	System/upgrade procured	30%	Y 01/01/2017
Comment:	no plan		
3	ATC system is able to automatically generate AFP messages for change of route	35%	Y 01/01/2017
4	Reception by NM of automatically generated AFP messages for change of route has been ensured	25%	Y 01/01/2017
Comment:	no plan		
FCM03-ASP07	Automatically provide AFP message for a diversion		by:31/12/2017
BHANSA	**BH ACC**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y 01/01/2017
Comment:	no plan		
2	System/upgrade procured	30%	Y 01/01/2017
Comment:	no plan		
3	ATC system is able to automatically generate AFP messages for diversion	35%	Y 01/01/2017
Comment:	no plan		
4	Reception by NM of automatically generated AFP messages for diversion has been ensured	25%	Y 01/01/2017
Comment:	Missing data.		
FCM03-ASP08	Automatically provide AFP message for a change of flight rules or flight type		by:31/12/2017
BHANSA	**BH ACC**	**100%**	**Completed**

1	Activity started (e.g. Project kicked-off)	10%	Y 01/01/2017
Comment:	no plan		
2	System/upgrade procured	30%	Y 01/01/2017
Comment:	no plan		
3	ATC system is able to automatically generate AFP messages for change of flight rules or flight type	35%	Y 01/01/2017
Comment:	no plan		
4	Reception by NM of automatically generated AFP messages for change of flight rules or flight type has been ensured	25%	Y 01/01/2017
Comment:	no plan		
FCM03-ASP09	Automatically provide AFP message for a change of requested cruising level		by:31/12/2017
BHANSA	**BH ACC**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y 01/01/2017
Comment:	no plan		
2	System/upgrade procured	30%	Y 01/01/2017
Comment:	no plan		
3	ATC system is able to automatically generate AFP messages for change of requested cruising level	35%	Y 01/01/2017
Comment:	no plan		
4	Reception by NM of automatically generated AFP messages for change of requested cruising level has been ensured	25%	Y 01/01/2017
Comment:	no plan		
FCM03-ASP13	Automatically provide AFP message for change of aircraft type		by:31/12/2017
BHANSA	**BH ACC**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y 01/01/2017
Comment:	no plan		
2	System/upgrade procured	30%	Y 01/01/2017
Comment:	no plan		
3	ATC system is able to automatically generate AFP messages for change of aircraft type	35%	Y 01/01/2017
Comment:	no plan		
4	Reception by NM of automatically generated AFP messages for change of aircraft type has been ensured	25%	Y 01/01/2017
Comment:	no plan		
FCM03-ASP14	Automatically provide AFP message for change of aircraft equipment		by:31/12/2017
BHANSA	**BH ACC**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y 01/01/2017
2	System/upgrade procured	30%	Y 01/01/2017
3	ATC system is able to automatically generate AFP messages for change of aircraft equipment	35%	Y 01/01/2017
4	Reception by NM of automatically generated AFP messages for change of aircraft equipment has been ensured	25%	Y 01/01/2017

FCM04.1	**Short Term ATFCM Measures (STAM) - Phase 1** **(Outside Applicability Area)** ***Timescales:*** - not applicable -	**100%**	**Completed**
The activity was conducted as part of FAB CE framework.			**27/04/2017**
ASP (By:10/2017)			
BHANSA		**100%**	**Completed**
The activity was conducted as part of FAB CE framework.	FAB CE-wide Study of Dynamic Airspace Management (DAM) and STAM		27/04/2017
FCM04.1-ASP01	Availability of demand-capacity balancing tools via CHMI		by:-
BHANSA	-	**100%**	**Completed**
Comment:	The activity was conducted as part of FAB CE.		
1	Activity started (e.g. Project kicked-off)	10%	Y 01/01/2015
2	System procured	30%	Y 27/04/2017
3	System supporting STAM P1 installed	60%	Y 27/04/2017
FCM04.1-ASP02	Provision of ANSPs sector and traffic occupancy parameters data to NM		by:-
BHANSA	-	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y 01/01/2015
Comment:			
2	Local sector and occupancy counts parameters provided to NM	90%	Y 27/04/2017
FCM04.1-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.		by:-
BHANSA	-	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y 01/01/2015
2	STAM Procedures drafted	30%	Y 27/04/2017
3	STAM Procedures agreed, tested & validated	35%	Y 27/04/2017
Comment:			
4	STAM Procedures implemented	25%	Y 27/04/2017
FCM04.1-ASP04	Develop, and deliver as necessary, a safety assessment of the changes imposed by the implementation of Short Term ATFCM Measures Phase 1		by:-
BHANSA	-	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y 10/03/2017
Comment:	-		
2	Safety Assessment drafted	30%	Y 10/03/2017
3	Safety Assessment delivered to the competent authority	60%	Y 10/03/2017

FCM04.2	**Short Term ATFCM Measures (STAM) - Phase 2** ***Timescales:*** Initial operational capability: 01/11/2017 Full operational capability: 31/12/2021	**7%**	**Ongoing**
Initial actions have started as part of FAB CE DAM/STAM Project (ex. P3). It is likely that STAM phase 2 will be implemented with the availability of this function in the N-connect Tool, planned for implementation end of 2021. **Objective is linked with one of the FAB CE projects - see details in Chapter 5 of Level 1 document.**			**31/12/2021**
ASP (By:12/2021)			
BHANSA		**7%**	**Ongoing**
BHANSA is expected to meet the objective within the targeted timeframe	FAB CE-wide Study of Dynamic Airspace Management (DAM) and STAM		31/12/2021
FCM04.2-ASP01	Develop STAM procedures and upgrade the local systems		by:31/12/2021
BHANSA	**-**	**10%**	**Ongoing**
1	Activity started (e.g. Project kicked-off)	10%	Y 07/02/2017
2	Upgrade the local STAM systems has been procured	30%	N 31/12/2021
Comment:	Activity ongoing as part of FAB CE framework		
3	Upgrade the local STAM systems has been installed	35%	N 31/12/2018
Comment:	Planned		
4	Local STAM system tested, validated and in operational use	25%	N 31/12/2021
Comment:	Planned		
FCM04.2-ASP02	Use of STAM phase 2		by:31/12/2021
BHANSA	**-**	**10%**	**Ongoing**
1	Activity started (e.g. Project kicked-off)	10%	Y 07/02/2017
Comment:	Not started		
2	STAM phase 2 procedures agreed, tested & validated	65%	N 31/12/2021
Comment:	Planned		
3	STAM phase 2 procedures are in operational use	25%	N 31/12/2021
Comment:	Planned		
FCM04.2-ASP03	Train the personnel		by:31/12/2021
BHANSA	**-**	**0%**	**Planned**
1	Activity started (e.g. Project kicked-off)	10%	N 01/01/2021
Comment:	Not Started		
2	Training ongoing	40%	N 31/12/2021
Comment:	Planned		
3	Training completed	50%	N 31/12/2021
Comment:	Planned		

FCM05	**Interactive Rolling NOP** ***Timescales:*** Initial operational capability: 01/09/2013 Full operational capability: 31/12/2021	**0%**	**Planned**
The elements and formats of the NOP will be established taking into account the requirements of the users. **Implementation of interactive rolling NOP is planned through upgrade of the automated ASM support system with the capability of AIXM 5.1 B2B data exchange with NM and Perform an integration of the automated ASM support systems with the Network. All these projects will be fulfilled in accordance with the NM support, the guidance and the relevant provisions of the NM B2B Reference Manuals.** **Objective is linked with one of the FAB CE projects - see details in Chapter 5 of Level 1 document.**			**31/12/2021**
ASP (By:12/2021)			
BHANSA		**0%**	**Planned**
BHANSA is expected to meet the objective within the targeted timeframe	FAB CE-wide Study of Dynamic Airspace Management (DAM) and STAM		31/12/2021
FCM05-ASP04	Develop and implement ATFCM procedures for interaction with the NOP		by:31/12/2021
BHANSA	**-**	**0%**	**Planned**
1	Activity started (e.g. Project kicked-off)	10%	N 31/12/2021
Comment:	Not started		
2	ATFCM procedures related to interaction with the NOP drafted	30%	N 31/12/2021
Comment:	Planned		
3	ATFCM procedures related to interaction with the NOP agreed, tested & validated	35%	N 31/12/2021
Comment:	Planned		
4	ATFCM procedures related to interaction with the NOP implemented	25%	N 31/12/2021
Comment:	Planned		
FCM05-ASP05	Train the relevant personnel for interaction with the NOP		by:31/12/2021
BHANSA	**-**	**0%**	**Planned**
1	Activity started (e.g. Project kicked-off)	10%	N 31/12/2021
Comment:	Not started		
2	Training ongoing	40%	N 31/12/2021
Comment:	Planned		
3	Training completed	50%	N 31/12/2021
Comment:	Planned		
APO (By:12/2021)			
SARAJEVO Airport		**0%**	**Missing Data**
Sarajevo Airport did not provide information for this objective.	-		31/12/2021
FCM05-APO01	Provide the required data to the Network Manager for DDR		by:31/12/2017
SARAJEVO Airport	**-**	**0%**	**Missing Data**
1	Activity started (e.g. Project kicked-off)	10%	N 31/12/2017
Comment:	Missing data		

2	Airport slot information provided to DDR	90%	N 31/12/2017
Comment:	Missing data		
FCM05-APO02	Perform the integration of the AOP with the NOP		by:31/12/2021
SARAJEVO Airport	**-**	**0%**	**Missing Data**
1	Activity started (e.g. Project kicked-off)	10%	N 31/12/2021
Comment:	Missing data		
2	System allowing the exchange of information between the AOP and the NOP procured	30%	N 31/12/2021
Comment:	Missing data		
3	System allowing the exchange of information between the AOP and the NOP tested & validated	35%	N 31/12/2021
Comment:	Missing data for this LSSIP edition.		
4	System allowing the exchange of information between the AOP and the NOP deployed & available for operational use	25%	N 31/12/2021
Comment:	Missing data for this LSSIP edition		

FCM06	**Traffic Complexity Assessment** ***Timescales:*** Initial operational capability: 01/01/2015 Full operational capability: 31/12/2021	**0%**	**No Plan**
No plan at present.			-
ASP (By:12/2021)			
BHANSA		**0%**	**No Plan**
No plan at present.	FAB CE-wide Study of Dynamic Airspace Management (DAM) and STAM		-
FCM06-ASP01	Implement Local Traffic Load Management tool		by:31/12/2021
BHANSA	-	**0%**	**No Plan**
1	Activity started (e.g. Project kicked-off)	10%	N 31/12/2021
Comment:	no plan		
2	Local Traffic Load Management tool procured	30%	N 31/12/2021
Comment:	no plan		
3	Local Traffic Load Management tool installed	60%	N 31/12/2021
Comment:	no plan		
FCM06-ASP02	Receive, process and integrate ETFMS Flight Data (EFD)		by:31/12/2021
BHANSA	-	**0%**	**No Plan**
1	Activity started (e.g. Project kicked-off)	10%	N 31/12/2021
Comment:	no plan		
2	FDP adaptation to receive, process and integrate EFD procured	30%	N 31/12/2021
Comment:	no plan		
3	FDP adaptation to receive, process and integrate EFD installed	60%	N 31/12/2021
Comment:	no plan		
FCM06-ASP03	Implement Local Traffic Complexity tools and procedures		by:31/12/2021
BHANSA	-	**0%**	**No Plan**
1	Activity started (e.g. Project kicked-off)	10%	N 31/12/2021
Comment:	no plan		
2	Procedures for the use of Traffic Complexity tools drafted	30%	N 31/12/2021
Comment:	no plan		
3	Procedures for the use of Traffic Complexity tools tested & validated	35%	N 31/12/2021
Comment:	no plan		
4	Procedures for the use of Traffic Complexity tools in operational use	25%	N 31/12/2021
Comment:	no plan		

FCM08	**Extended Flight Plan** ***Timescales:*** Initial operational capability: 01/01/2016 Full operational capability: 31/12/2021	**0%**	**No Plan**
No plan at present.			-
ASP (By:12/2021)			
BHANSA		**0%**	**No Plan**
No Plan	-		-
FCM08-ASP01	Upgrade the ground systems and develop the associated procedures.		by:31/12/2021
BHANSA	**-**	**0%**	**No Plan**
1	Activity started (e.g. Project kicked-off)	10%	N -
Comment:	No plan		
2	Upgrade to ground systems enabling the reception and processing of EFPL information via FF-ICE/1 has been procured	30%	N -
Comment:	No plan		
3	Upgrade to ground systems enabling the reception and processing of EFPL information via FF-ICE/1 has been installed	35%	N -
Comment:	No plan		
4	Systems enabling the reception and processing of EFPL information via FF-ICE/1 have been tested, validated and are in operations	25%	N -
Comment:	No plan		
FCM08-ASP02	Develop, and deliver as necessary, a safety assessment		by:31/12/2021
BHANSA	**-**	**0%**	**No Plan**
1	Activity started (e.g. Project kicked-off)	10%	N -
Comment:	No plan		
2	Safety Assessment drafted	30%	N -
Comment:	No plan		
3	Safety Assessment delivered to the competent authority	60%	N -
Comment:	No plan		

INF04	**Implement integrated briefing** ***Timescales:*** Initial operational capability: 01/07/2002 Full operational capability: 31/12/2012	**0%**	**No Plan**
There is no plan for implementation of integrated flight briefing at the moment.			-
ASP (By:12/2012)			
BHANSA		**0%**	**No Plan**
There is no plan for implementation of integrated flight briefing at the moment.	-		-
INF04-ASP01	Implement and provide integrated briefing function		by:31/12/2012
BHANSA	**-**	**0%**	**No Plan**
1	Activity started (e.g. Project kicked-off)	10%	N -
2	System/upgrade procured	30%	N -
3	System is capable of providing integrated pre-flight briefings with all information relevant to flight (AIS, Flight Plan, MET and ATFM) in one single output that may be tailored to the user's request	35%	N -
4	Integrated briefing function is implemented and used in operations	25%	N -
Comment:	The implementation and providing integrated briefing function is planned for 2016		

INF07	**Electronic Terrain and Obstacle Data (eTOD)** ***Timescales:*** Initial operational capability: 01/11/2014 Full operational capability: 31/05/2018	**5%**	**Late**
Directorate of Civil Aviation of Bosnia and Herzegovina (BHDCA) plans to implement and establish National TOD policy during 2018.			**31/12/2018**
REG (By:05/2018)			
BHDCA		**10%**	**Late**
Directorate of Civil Aviation of Bosnia and Herzegovina (BHDCA) plans to establish and implement National TOD policy during 2018.	-		31/12/2018
INF07-REG01	Establish National TOD policy		by:30/11/2015
BHDCA	**-**	**0%**	**Late**
1	Activity started (e.g. Project kicked-off)	10%	N 31/05/2018
Comment:	Not started.		
2	National TOD policy and implementation programme coordinated with stakeholders and drafted	30%	N 31/05/2018
Comment:	Activity regarding National TOD policy and implementation programme which is coordinated with stakeholders and drafted, not started yet.		
3	National TOD policy and implementation programme approved and established	60%	N 31/05/2018
Comment:	National TOD policy and implementation programme approved and established - not started.		
INF07-REG02	Establish TOD regulatory framework		by:31/12/2017
BHDCA	**-**	**40%**	**Late**
1	Activity started (e.g. Project kicked-off)	10%	Y 31/12/2018
Comment:	in progress.		
2	Development and updating of national rules and regulations affecting eTOD drafted, including the identification of aerodromes (area 2,3 and4) where TOD should be provided	30%	Y 31/12/2018
Comment:	BHDCA is deveoped national rules and regulations affecting e TOD, including the identification of aerodromes areas 2,3 and 4 were tod should be provided: - Regulation on aeronautical information services (Official Gazette of BH, No. 20/17) - ICAO Annex 15 - Aeronautical Information Services, which is regulation affecting e TOD, including also identifications of aerodrome (area 2,3 and 4); - Regulation on quality of aeronautical data and aeronautical information (Official Gazette of BH, No. 61/14) - transposed EC Regulation 73/2010 on aeronautical data quality; - Regulation on aerodromes (Official Gazette of BH, No. 09/11 and 101/15) - ICAO Annex 14 - Aerodromes.		
3	TOD regulatory framework established, list of aerodromes included in EUR ANP/FASID and, where appropriate, changes to State legislation initiated	60%	N 31/12/2018
Comment:	TOD Regulatory framework is established, but list of aerodromes included in EUR ANP/FASID is not established. Change of State legislation is initiated.		
INF07-REG03	Establish oversight of TOD implementation		by:31/12/2017
BHDCA	**-**	**0%**	**Late**
1	Activity started (e.g. Project kicked-off)	10%	N 31/12/2018
Comment:	Activity not yet stared.		
2	Draft the plans and procedures to oversight the TOD implementation, in accordance with TOD Policy and framework	30%	N 31/12/2018
Comment:	Will be drafted after the establishing oversight of TOD.		
3	Plans and procedures agreed and approved, ready to initiate oversight	60%	N 31/12/2018
Comment:	There is no plan, procedures which is agreed and approved and ready for initial oversight.		

INF07-REG04	Verify the regulatory compliance of TOD implementation		by:31/05/2018
BHDCA	-	**0%**	**Planned**
1	Activity started (e.g. Project kicked-off)	10%	N 31/05/2018
Comment:	Activity not yet started.		
2	Initiation of the oversight in accordance with international TOD requirements and the regulatory framework	30%	N 31/05/2018
Comment:	In this moment there is no initiation in accordance with international TOD requirements and the regulatory framework.		
3	Approval of the reports and results coming from the verification and compliance	60%	N 31/05/2018
Comment:	In this moment there is no reports and results coming up from the verification and compliance.		
ASP (By:05/2018)			
BHANSA		**0%**	**Planned**
planned	-		31/05/2018
INF07-ASP01	Plan the required activities for the collection, management and provision of TOD in accordance with national TOD policy		by:30/11/2015
BHANSA	-	**0%**	**Late**
1	Activity started (e.g. Project kicked-off)	10%	N 31/05/2018
2	Plan/roadmap coordinated and drafted	30%	N 31/05/2018
3	Plan/roadmap approved	60%	N 31/05/2018
INF07-ASP02	Implement the collection, management and provision of TOD in accordance with the national TOD policy and regulatory framework		by:31/05/2018
BHANSA	-	**0%**	**Planned**
1	Activity started (e.g. Project kicked-off)	10%	N 31/05/2018
2	Identify the requirements and adjustments required to ensure the collection, management and provision of TOD	30%	N 31/05/2018
3	Requirements and adjustments implemented in accordance with national TOD and regulatory framework	60%	N 31/05/2018
Comment:	The requirements defined in the national TOD policy and regulatory framework for ANSP are fulfilled in accordance with the national TOD implementation programme (31/05/2018). Explain situation/plans: Directorate of Civil Aviation of Bosnia and Herzegovina (BHDCA) plans to establish and implement National TOD policy until 2017.		
APO (By:05/2018)			
SARAJEVO Airport		**0%**	**Missing Data**
Sarajevo Airport did not provided information regarding this objective	-		31/05/2018
INF07-APO01	Plan the required activities for the collection, management and provision of TOD in accordance with national TOD policy		by:30/11/2015
SARAJEVO Airport	-	**0%**	**Missing Data**
1	Activity started (e.g. Project kicked-off)	10%	N 30/11/2015
Comment:	Missing data for this LSSIP edition.		
2	Plan/roadmap coordinated and drafted	30%	N 30/11/2015
Comment:	Missing data for this LSSIP edition.		
3	Plan/roadmap approved	60%	N 31/12/2016
Comment:	Missing data for this LSSIP edition.		

INF07-APO02	Implement the collection, management and provision of TOD in accordance with the national TOD policy and regulatory framework		by:31/05/2018
SARAJEVO Airport	**-**	**0%**	**Missing Data**
1	Activity started (e.g. Project kicked-off)	10%	N 31/05/2018
Comment:	Missing data for this LSSIP edition		
2	Identify the requirements and adjustments required to ensure the collection, management and provision of TOD	30%	N 31/05/2018
Comment:	Missing data for this LSSIP edition		
3	Requirements and adjustments implemented in accordance with national TOD and regulatory framework	60%	N 31/05/2018
Comment:	Missing data for this LSSIP edition.		

ITY-ACID	**Aircraft Identification** ***Timescales:*** Entry into force of the Regulation: 13/12/2011 System capability: 02/01/2020	**3%**	**Ongoing**
Line of action will be in accordance with the time frame (till 2020).			**02/01/2020**
ASP (By:01/2020)			
BHANSA		**3%**	**Ongoing**
Line of action will be in accordance with the time frame (till 2020)	New ARTAS system / Upgrade DPS		02/01/2020
ITY-ACID-ASP01	Ensure the capability of the cooperative surveillance chain, to use the downlinked aircraft identification		by:02/01/2020
BHANSA	**-**	**10%**	**Ongoing**
1	Activity started (e.g. Project kicked-off)	10%	Y 02/01/2020
Comment:	Started		
2	System procured (this milestones includes procurement of a new system or the upgrade of the existing one)	30%	N 02/01/2020
Comment:	Line of action will be in accordance with the time frame (till 2020		
3	System installed	35%	N 02/01/2020
Comment:	Line of action will be in accordance with the time frame (till 2020		
4	System tested, validated and in operational use	25%	N 02/01/2020
Comment:	All the appropriate systems have been upgraded (02/01/2020). Explain situation/plans: Line of action will be in accordance with the time frame and all appropriate systems have been upgraded till 2020 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) (Completed: 08/12/2015). Explain situation/plans: Bosnia and Herzegovina Air Navigation Services Agency submitted technical file and the declaration of verification of systems to the competent National Supervisory Authority. The upgraded systems have been put into service, allowing the establishment of the individual aircraft identification using the downlinked aircraft identification (02/01/2020). Explain situation/plans: Line of action will be in accordance with the time frame.		
ITY-ACID-ASP02	Organise personnel training and awareness		by:02/01/2020
BHANSA	**-**	**0%**	**Ongoing**
1	Activity started (e.g. Project kicked-off)	10%	N 02/01/2020
Comment:	Line of action will be in accordance with the time frame (till 2020		
2	Training ongoing	40%	N 02/01/2020
Comment:	Line of action will be in accordance with the time frame (till 2020		
3	Training completed	50%	N 02/01/2020

Comment:	The training plans have been updated and a training package has been developped (02/01/2020). Explain situation/plans: Line of action will be in accordance with the time frame and training plans will be updating and a training package will be developed till 2020. All concerned personnel have been trained (02/01/2020). Explain situation/plans: Line of action will be in accordance with the time frame and all concerned personnel will be trained till 2020		
ITY-ACID-ASP03	Develop, and deliver as necessary, a safety assessment of the changes imposed by the implementation of the capability allowing the establishment of the individual aircraft identification using the downlinked aircraft identification feature		by:02/01/2020
BHANSA	**-**	**0%**	**Ongoing**
1	Activity started (e.g. Project kicked-off)	10%	N 02/01/2020
Comment:	Line of action will be in accordance with the time frame (till 2020		
2	Safety Assessment drafted	30%	N 02/01/2020
Comment:	Line of action will be in accordance with the time frame (till 2020		
3	Safety Assessment delivered to the competent authority	60%	N 02/01/2020
Comment:	Safety argument addressing the implementation of the capability allowing the establishment of the individual aircraft identification using the downlinked aircraft identification feature, has been developed (02/01/2020). Explain situation/plans: Line of action will be in accordance with the time frame (till 2020). Safety argument addressing the implementation of the capability allowing the establishment of the individual aircraft identification using the downlinked aircraft identification feature, 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 (02/01/2020). Explain situation/plans: Line of action will be in accordance with the time frame (till 2020).		

ITY-ADQ	**Ensure Quality of Aeronautical Data and Aeronautical Information** ***Timescales:*** Entry into force of the regulation: 16/02/2010 Article 5(4)(a), Article 5(4)(b) and Article 6 to 13 to be implemented by: 30/06/2013 Article 4, Article5(1) and Article 5(2), Article 5(3) and Article 5(4)(c) to be implemented by: 30/06/2014 All data requirements implemented by: 30/06/2017	**0%**	**Late**
Regulation (EU) 73/2010 has been transposed in national legislation (published in Official Gazette of Bosnia and Herzegovina under the number 61/14), but not implemented yet. BHDCA has drafted Regulation (EU) 1029/2014 which amending regulation 73/2010 which will also be transposed into domestic legislation. Publication in the Official Gazette of Regulation (EU) 1029/2014 which amending regulation 73/2010 is expected in the current year. Complete implementation plan depends on the prerequisites stated under implementation issues.			**31/12/2019**
REG (By:06/2017)			
BHDCA		**0%**	**Late**
Regulation (EU) 73/2010 has been transposed in national legislation (published in Official Gazette of Bosnia and Herzegovina under the number 61/14), but not implemented yet. BHDCA has drafted Regulation (EU) 1029/2014 which amending regulation 73/2010 which will also be transposed into domestic legislation. Publication in the Official Gazette of Regulation (EU) 1029/2014 which amending regulation 73/2010 is expected in the current year.	-		31/12/2018
ITY-ADQ-REG01	Verify the compliance with data quality requirements and supervise safety assessments		by:30/06/2013
BHDCA	**-**	**0%**	**Late**
1	Activity started (e.g. Project kicked-off)	10%	N 31/12/2018
Comment:	Activity not started yet.		
2	Verification that data quality and process requirements were met	30%	N 30/12/2018
Comment:	In this moment there is no verification that data quality and process requirements are met.		
3	Supervision of safety assessment conducted	35%	N 30/12/2018
Comment:	No activity on this issue.		
4	Notification that changes were accepted	25%	N 30/12/2018
Comment:	No activity in this moment.		
ITY-ADQ-REG02	Verify the establishment of formal arrangements		by:30/06/2013
BHDCA	**-**	**0%**	**Late**
1	Activity started (e.g. Project kicked-off)	10%	N 30/12/2018
Comment:	In this moment no activity started.		
2	Formal arrangements have been received	65%	N 30/12/2018
Comment:	There is no formal arrangements.		
3	Formal arrangements have been verified and accepted	25%	N 30/12/2018
Comment:	In this moment there is no formal arrangement which are verified and accepted.		
ITY-ADQ-REG04	Verify that all parties comply with all data requirements		by:30/06/2017
BHDCA	**-**	**0%**	**Late**
1	Activity started (e.g. Project kicked-off)	10%	N 30/06/2018
Comment:	There is no activity on this issue.		

2	All parties publishing aeronautical data and/or aeronautical information comply with all the requirements	65%	N 30/06/2018
Comment:	There is no activity on this issue.		
3	An according statement of compliance has been received	25%	N 30/06/2018
Comment:	There is no activity on this issue.		
ASP (By:06/2017)			
BHANSA		**0%**	**Late**
Implementation planned. Complete implementation plan depends on the prerequisites stated under implementation issues. BHANSA would need to adjust its plans and actions.	-		31/12/2019
ITY-ADQ-ASP01	Implement data quality and process requirements		by:30/06/2013
BHANSA	-	**0%**	**Late**
1	Activity started (e.g. Project kicked-off)	10%	N 31/12/2019
Comment:	Not started		
2	Implement data quality, evidence, origination, process, error reporting and rectification requirements. Validate and verify all tools used to support or automate processes	30%	N 31/12/2019
3	Conduct a safety assessment, provide a safety assessment report to the NSA and if applicable provide safety arguments to the NSA	35%	N 31/12/2019
4	Introduction of the change into service was accepted by the NSA and a notification of acceptance has been received. An EC declaration of verification of systems and a technical file has been submitted to the NSA	25%	N 31/12/2019
Comment:			
ITY-ADQ-ASP02	Establish formal arrangements		by:30/06/2013
BHANSA	-	**0%**	**Late**
1	Activity started (e.g. Project kicked-off)	10%	N 31/12/2019
2	Establish formal arrangements with other relevant parties	40%	N 31/12/2019
3	Formal arrangements signed by all relevant parties have been established	50%	N 31/12/2019
Comment:	Formal arrangements signed by all relevant parties have been established. Explain situation/plans: Implementation of Regulation 73/2010 by BHANS-a will be done in 2018, through certification process.		
ITY-ADQ-ASP03	Establish consistency mechanisms and implement timeliness requirements		by:30/06/2013
BHANSA	-	**0%**	**Late**
1	Activity started (e.g. Project kicked-off)	10%	N 31/12/2019
2	Consistency mechanisms and timeliness requirements drafted	30%	N 31/12/2019
3	Consistency mechanisms and timeliness requirements established and documented	60%	N 31/12/2019
Comment:	Mechanisms ensuring consistency and, if relevant, annotating AIP items not meeting the data quality requirements have been established and documented. Explain situation/plans: Implementation of Regulation 73/2010 by BHANS-a will be done in 2018, through certification process.		
ITY-ADQ-ASP04	Implement personnel and performance requirements		by:30/06/2013
BHANSA	-	**0%**	**Late**

1	Activity started (e.g. Project kicked-off)	10%	N 31/12/2019
2	Develop and maintain awareness material and implement training and competence requirements	40%	N 31/12/2019
3	Develop and maintain operating manuals and request security clearances	50%	N 31/12/2019
ITY-ADQ-ASP05	Implement a quality management system and fulfil safety and security objectives		by:30/06/2013
BHANSA	**-**	**0%**	**Late**
1	Activity started (e.g. Project kicked-off)	10%	N 31/12/2019
2	A quality management system meeting the safety and security management objectives has been implemented, documented and is maintained	30%	N 31/12/2019
3	An EN ISO 9001 certificate has been obtained	35%	N 31/12/2019
4	Documentation related to certification has been provided to the NSA. Access authorisations have been provided	25%	N 31/12/2019
Comment:	A quality management system meeting the safety and security management objectives will be implemented, documented and maintained An EN ISO 9001 certificate will be obtained. Documentation related to certification will be provided to the NSA. Access authorisations will be provided .		
ITY-ADQ-ASP06	Implement the common dataset and digital exchange format		by:30/06/2014
BHANSA	**-**	**0%**	**Late**
1	Activity started (e.g. Project kicked-off)	10%	N 31/12/2019
2	The common dataset and digital exchange format requirements have been implemented	30%	N 31/12/2019
3	Safety assessment done and report, including safety arguments provided to the NSA	35%	N 31/12/2019
4	The introduction of the change into service accepted by the NSA and notification of acceptance received. An EC declaration of verification of systems and a technical file submitted to the NSA	25%	N 31/12/2019
Comment:	The common dataset and digital exchange format requirements will be implemented.. A safety assessment report, including safety arguments where applicable, will be provided to the NSA. The introduction of the change into service was accepted by the NSA and a notification of acceptance will be received . 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 will be submitted to the NSA.		
ITY-ADQ-ASP07	Implement all data requirements		by:30/06/2017
BHANSA	**-**	**0%**	**Late**
1	Activity started (e.g. Project kicked-off)	10%	N 31/12/2019
2	All electronic data was updated and is compliant to all requirements	65%	N 31/12/2019
3	A statement of compliance has been provided to the NSA	25%	N 31/12/2019
Comment:	All electronic data is compliant to all requirements and a statement of compliance will be provided to the NS.		

APO (By:06/2017)			
SARAJEVO Airport		**0%**	**Missing Data**
There is no inforamtion regarding this objectives from Sarajevo Airport.	-		31/12/2018
ITY-ADQ-APO01	Implement data quality and process requirements		by:30/06/2013
SARAJEVO Airport	-	**0%**	**Late**
1	Activity started (e.g. Project kicked-off)	10%	N 31/12/2018
2	Implement data quality, evidence, origination, process, error reporting and rectification requirements. Validate and verify all tools used to support or automate processes	30%	N 31/12/2018
3	Conduct a safety assessment, provide a safety assessment report to the NSA and if applicable provide safety arguments to the NSA	35%	N 31/12/2018
4	Introduction of the change into service was accepted by the NSA and a notification of acceptance has been received. An EC declaration of verification of systems and a technical file has been submitted to the NSA	25%	N 31/12/2018
ITY-ADQ-APO02	Implement personnel and performance requirements		by:30/06/2013
SARAJEVO Airport	-	**0%**	**Late**
1	Activity started (e.g. Project kicked-off)	10%	N 31/12/2018
2	Develop and maintain awareness material and implement training and competence requirements	40%	N 31/12/2018
3	Develop and maintain operating manuals and request security clearances	50%	N 31/12/2018
ITY-ADQ-APO03	Implement a quality management system and fulfil safety and security objectives		by:30/06/2013
SARAJEVO Airport	-	**0%**	**Late**
1	Activity started (e.g. Project kicked-off)	10%	N 31/12/2018
2	A quality management system meeting the safety and security management objectives has been implemented, documented and is maintained	30%	N 31/12/2018
3	An EN ISO 9001 certificate has been obtained	35%	N 31/12/2018
4	Documentation related to certification has been provided to the NSA. Access authorisations have been provided	25%	N 31/12/2018
ITY-ADQ-APO04	Implement the common dataset and digital exchange format requirements		by:30/06/2014
SARAJEVO Airport	-	**0%**	**Late**
1	Activity started (e.g. Project kicked-off)	10%	N 31/12/2018
Comment:			
2	The common dataset and digital exchange format requirements have been implemented	30%	N 31/12/2018
3	Safety assessment done and report, including safety arguments provided to the NSA	35%	N 31/12/2018
4	The introduction of the change into service accepted by the NSA and notification of acceptance received. An EC declaration of verification of systems and a technical file submitted to the NSA	25%	N 31/12/2018
ITY-ADQ-APO05	Implement all data quality requirements		by:30/06/2017

SARAJEVO Airport	**-**	**0%**	**Late**
1	Activity started (e.g. Project kicked-off)	10%	N 31/12/2018
2	All electronic data was updated and is compliant to all requirements	65%	N 31/12/2018
3	A statement of compliance has been provided to the NSA	25%	N 31/12/2018

ITY-AGDL	**Initial ATC Air-Ground Data Link Services** ***Timescales:*** Entry into force: 06/02/2009 ATS unit operational capability: 05/02/2018 Aircraft capability: 05/02/2020	**0%**	**No Plan**
No plan at the moment.			-
REG (By:02/2018)			
BHDCA		**0%**	**No Plan**
No plan at the moment.	-		-
ITY-AGDL-REG03	Ensure the publication of relevant information in the national aeronautical information publication		by:05/02/2018
BHDCA	**-**	**0%**	**No Plan**
1	Activity started (e.g. Project kicked-off)	10%	N -
2	National aeronautical information publications have been updated appropriately	90%	N -
ITY-AGDL-REG04	Ensure ATN/VDL-2 availability, security policy and address management procedures		by:05/02/2018
BHDCA	**-**	**0%**	**No Plan**
1	Activity started (e.g. Project kicked-off)	10%	N -
2	All air-ground communication services satisfying the requirements for ATN and VDL-2 have been approved by NSA	40%	N -
3	The appropriate security policy for data exchanges of the DLIC, ACM, ACL and AMC services has been approved by NSA	25%	N -
4	The harmonized procedures for managing the addressing information have been approved by NSA	25%	N -
Comment:	-		
ITY-AGDL-REG06	Notify potential exemption cases to the European Commission		by:-
BHDCA	**-**	**0%**	**No Plan**
1	SLoA closed/completed in 2015 cycle	100%	N -
Comment:	Notify potential exemption cases to the European Commission.		
ASP (By:02/2018)			
BHANSA		**0%**	**No Plan**
No plan at the moment	-		-
ITY-AGDL-ASP01	Ensure the conformity of communications, flight data and initial flight plan processing systems and associated procedures		by:05/02/2018
BHANSA	**BH ACC**	**0%**	**No Plan**
1	Project/task for ensuring the conformity of communications, flight data and initial flight plan processing systems and associated procedures has kicked off	10%	N -
2	Air ground com. systems, flight data and initial flight plan processing systems to enable datalink communication between controllers and operators of equipped aircraft and to handle information about datalink capability of flights have been procured	30%	N -
3	Communication, flight data and initial flight plan processing systems have been installed	35%	N -
4	Associated procedures are tested, validated and applied in operation	25%	N -
ITY-AGDL-ASP02	Organise personnel awareness and training		by:05/02/2018
BHANSA	**BH ACC**	**0%**	**No Plan**
1	Activity started (e.g. Project kicked-off)	10%	N -
Comment:	Not started		

3	The training is ongoing for the personnel	40%	N -
4	The training of the personnel is completed & operating procedures are used	50%	N -
ITY-AGDL-ASP03	Ensure ground communication systems comply with air-ground communication requirements		by:05/02/2018
BHANSA	**BH ACC**	**0%**	**No Plan**
1	Project/task for ensuring the ground communication systems comply with air-ground communication requirements has kicked off	10%	N -
2	The ground communication systems and their constituents have been procured	30%	N -
3	The ground communication systems and their constituents have been installed	35%	N -
4	The ground communication systems and their constituents have been tested, validated and available for operational use	25%	N -
ITY-AGDL-ASP04	Deploy communication infrastructure to handle air-ground data link services		by:05/02/2018
BHANSA	**BH ACC**	**0%**	**No Plan**
1	Project/task to deploy the appropriate communication infrastructure to handle air-ground data link services has kicked off	10%	N -
2	The appropriate telecommunication infrastructure to handle the selected air-ground datalink services has been procured	30%	N -
3	The appropriate telecommunication infrastructure to handle the selected air-ground datalink services has been installed	35%	N -
4	The appropriate telecommunication infrastructure to handle the selected air-ground datalink services has been tested, validated & available for operation use	25%	N -
ITY-AGDL-ASP05	Implement Logon Forward process		by:05/02/2018
BHANSA	**BH ACC**	**0%**	**No Plan**
1	Activity started (e.g. Project kicked-off)	10%	N -
2	System/upgrade procured	30%	N -
3	ATC system is capable of transmission and reception of logon parameters of flight data (e.g. LOF OLDI message) between ATC units	35%	N -
4	Procedures implementing the Logon Forward process are tested, validated and in operational use	25%	N -
ITY-AGDL-ASP06	Implement Next Authority Notified process		by:05/02/2018
BHANSA	**BH ACC**	**0%**	**No Plan**
1	Activity started (e.g. Project kicked-off)	10%	N -
2	System/upgrade procured	30%	N -
3	ATC system is capable of transmission and reception of the required flight data (e.g. NAN OLDI message) between ATC units	35%	N -
4	Procedures implementing the Next Authority Notified process are tested, validated and in operational use	25%	N -
MIL (By:01/2019)			
Mil. Authority		**%**	**Not Applicable**
Military do no provide ATC service to civil flights	-		-
ITY-AGDL-MIL01	Equip transport-type State aircraft		by:01/01/2019
Mil. Authority	**-**	**%**	**Not Applicable**
1	Project/task for equipping the transport-type State aircraft has kicked off	~~10%~~	NA -
2	50% of applicable State aircraft equipped	~~40%~~	NA

			-
3	100% of applicable State aircraft equipped	~~50%~~	NA
			-

ITY-AGVCS2	**8,33 kHz Air-Ground Voice Channel Spacing below FL195** ***Timescales:*** Entry into force: 07/12/2012 New and upgraded radio equipment: 17/11/2013 New or upgraded radios on State aircraft: 01/01/2014 Interim target for freq. conversions: 31/12/2014 All radio equipment: 31/12/2017 All frequencies converted: 31/12/2018 State aircraft equipped, except those notified to EC: 31/12/2018 State aircraft equipped, except those exempted [Art 9(11)]: 31/12/2020	**0%**	**Late**
Radio stations will be replaced by the end of 2021.			**31/12/2021**
REG (By:12/2018)			
BHDCA		**0%**	**Late**
Regulation (EU) No 1079/2012 is not transposed in BH legislation. Radio stations will be replaced by the end of 2021.	-		31/12/2021
ITY-AGVCS2-REG01	Ensure radios have 8,33 kHz channel spacing capability		by:31/12/2017
BHDCA	**-**	**0%**	**Late**
1	Activity started (e.g. Project kicked-off)	10%	N 31/12/2021
2	Where applicable, the State has published the additional local exemptions as per Article 14 of Regulation (EU) No 1079/2012.	15%	N 31/12/2021
3	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.	25%	N 31/12/2021
4	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 ch	25%	N 31/12/2021
5	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.	25%	N 31/12/2021
Comment:			
ITY-AGVCS2-REG02	Ensure the achievement of the interim target for 8,33 kHz frequency conversions		by:31/12/2014
BHDCA	**-**	**%**	**Not Applicable**
1	25% target for frequency conversions as per Articles 6(5) to 6(7) of the Regulation notified to the Commission.	~~10%~~	NA -
2	25% target for frequency conversions achieved.	~~45%~~	NA -
3	All OPC frequency assignments converted to 8,33 kHz or, where applicable, OPC frequencies not converted and justification for it notified to the Commission.	~~45%~~	NA -
Comment:			
ITY-AGVCS2-REG03	Ensure compliance with the requirements on 8,33 kHz frequency conversions		by:31/12/2018
BHDCA	**-**	**0%**	**Late**
1	Activity started (e.g. Project kicked-off)	10%	N 31/12/2021
2	Introduce % of concerned frequency assignments (i.e. not subject to	90%	N

	derogations/exceptions) converted to 8,33 kHz and published in the Table COM2 of ICAO Doc 7754		31/12/2021
Comment:	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.		
ASP (By:12/2018)			
BHANSA		**0%**	**Late**
BHANSA will replace radio stations by the end of 2021.	New Radio stations and sites		31/12/2021
ITY-AGVCS2-ASP01	Ensure conformity of voice communications systems and associated procedures		by:31/12/2018
BHANSA	-	**0%**	**Late**
1	Activity started (e.g. Project kicked-off)	10%	N 31/12/2021
Comment:	Not started		
2	New/upgraded voice communication systems have been procured	30%	N 31/12/2021
Comment:	Planned		
3	New/upgraded voice communication systems installed	35%	N 31/12/2021
Comment:	Planned		
4	New/upgraded communication systems are tested, validated & in operational use	25%	N 31/12/2021
Comment:	Voice communication systems will be upgraded.		
ITY-AGVCS2-ASP02	Convert 25 kHz frequencies to 8,33 kHz to achieve the interim target		by:31/12/2014
BHANSA	-	**%**	**Not Applicable**
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	25% target for frequency conversions has been achieved	~~90%~~	NA -
Comment:			
ITY-AGVCS2-ASP03	Convert all 25 kHz frequencies to 8,33 kHz		by:31/12/2018
BHANSA	-	**0%**	**Late**
1	Activity started (e.g. Project kicked-off)	10%	N 31/12/2021
Comment:	Not started		
2	Introduce % of concerned frequency assignments (i.e. not subject to derogations/exceptions) converted to 8,33 kHz and published in the Table COM2 of ICAO Doc 7754	90%	N 31/12/2021
Comment:	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		
ITY-AGVCS2-ASP04	Develop safety assessment		by:31/12/2018
BHANSA	-	**0%**	**Late**
1	Activity started (e.g. Project kicked-off)	10%	N 31/12/2021
Comment:	Not started		
2	Safety Assessment drafted	30%	N 31/12/2021

Comment:	Planned		
3	Safety Assessment delivered to the competent authority	60%	N 31/12/2021
Comment:	Safety assessment report including safety arguments for the changes will be submitted to the NSA and notification of acceptance was received.		
ITY-AGVCS2-ASP05	Organise personnel training and awareness		by:31/12/2018
BHANSA	**-**	**0%**	**Late**
1	Activity started (e.g. Project kicked-off)	10%	N 31/12/2021
Comment:	Not started		
2	Training ongoing	40%	N 31/12/2021
Comment:	Planned		
3	Training completed	50%	N 31/12/2021
Comment:	The training plans will be updated and a training package will be developed BHANSA will develop Plan. All concerned personnel will be trained.		
MIL (By:12/2020)			
Mil. Authority		**%**	**Not Applicable**
n/a	-		-
ITY-AGVCS2-MIL01	Equip State aircraft with radio equipment with 8,33 kHz channel spacing capability		by:31/12/2020
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	~~10%~~	NA -
2	% of concerned State aircraft equipped	~~90%~~	NA 31/12/2020
Comment:	1) List of State aircraft that cannot be equipped with 8,33 kHz radios by 31 December 2018 has been communicated to the Commission. Answer: Y Date: 31-DEC-20 Question: - Comment: Planned. 2) State aircraft have been equipped. Answer: Y Date: 31-DEC-20 Question: - Comment: Planned		
ITY-AGVCS2-MIL02	Organise personnel training and awareness of military aircrew		by:31/12/2020
Mil. Authority	**-**	**%**	**Not Applicable**
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	Training ongoing	~~40%~~	NA -
3	Training completed	~~50%~~	NA -

Comment:	1) Training manuals have been updated, as required. Answer: NA Date: Question: Rationale for N/A Comment: No requirements. 2) All personnel operating radio equipment have been trained. Answer: NA Date: Question: Rationale for N/A Comment: No requirements.		
APO (By:12/2018)			
SARAJEVO Airport		**0%**	**Missing Data**
Missing data	-		31/12/2018
ITY-AGVCS2-APO01	Convert all 25 kHz frequencies to 8,33 kHz		by:31/12/2018
SARAJEVO Airport	-	**0%**	**Missing Data**
1	Activity started (e.g. Project kicked-off)	10%	N -
2	Introduce % of concerned frequency assignments (i.e. not subject to derogations/exceptions) converted to 8,33 kHz and published in the Table COM2 of ICAO Doc 7754	90%	N -
ITY-AGVCS2-APO02	Accommodate non-equipped vehicles		by:31/12/2017
SARAJEVO Airport	-	**0%**	**Missing Data**
1	Activity started (e.g. Project kicked-off)	10%	N -
2	Procedures for handling non-8,33 kHz equipped vehicles through airport areas using 8,33 kHz channel spacing drafted	30%	N -
3	Procedures for handling non-8,33 kHz equipped vehicles through airport areas using 8,33 kHz channel spacing agreed, tested & validated	35%	N -
4	Procedures for handling non-8,33 kHz equipped vehicles through airport areas using 8,33 kHz channel spacing implemented	25%	N -
ITY-AGVCS2-APO03	Organise personnel training and awareness		by:31/12/2018
SARAJEVO Airport	-	**0%**	**Missing Data**
1	Activity started (e.g. Project kicked-off)	10%	N -
2	Training ongoing	40%	N -
3	Training completed	50%	N 31/12/2018

ITY-COTR	**Implementation of ground-ground automated co-ordination processes** ***Timescales:*** Entry into force of Regulation: 27/07/2006 For putting into service of EATMN systems in respect of notification and initial coordination processes: 27/07/2006 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: 01/01/2009 To all EATMN systems in operation by 12/2012: 31/12/2012	**100%**	**Completed**
OLDI function is implemented in the ATC system, supporting ground-ground coordination and transfer processes			**13/11/2014**
ASP (By:12/2012)			
BHANSA		**100%**	**Completed**
OLDI function is implemented in the ATC system, supporting ground-ground coordination and transfer processes	-		13/11/2014
ITY-COTR-ASP01	Implement flight data processing and exchange systems		by:31/12/2012
BHANSA	**BH ACC**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y 07/04/2009
2	System/upgrade procured	30%	Y 13/11/2014
3	Flight data processing and exchange systems are capable of providing the information required for the display, processing and compilation of the system information exchanged in the process specified. [Regulation (EC) No 1032/2006, Annex I, Part A]	35%	Y 13/11/2014
4	Upgraded flight data processing and exchange systems are in operational use	25%	Y 13/11/2014
Comment:	.		
ITY-COTR-ASP02	Implement Notification process		by:31/12/2012
BHANSA	**BH ACC**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y 07/04/2009
2	System/upgrade procured	30%	Y 13/11/2014
3	Flight data processing and exchange system is capable of transmission and reception of the required flight data (e.g. ABI OLDI message) between ATC units	35%	Y 13/11/2014
4	Procedures implementing the Notification process are tested, validated and in operational use	25%	Y 13/11/2014
ITY-COTR-ASP03	Implement Initial Coordination process		by:31/12/2012
BHANSA	**BH ACC**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y 07/04/2009
2	System/upgrade procured	30%	Y 13/11/2014
3	Flight data processing and exchange system is capable of transmission and reception of the required flight data (e.g. ACT OLDI message) between ATC units	35%	Y 13/11/2014
4	Procedures implementing the Initial Coordination process are tested, validated and in operational use	25%	Y 13/11/2014
ITY-COTR-ASP04	Implement Revision of Coordination process		by:31/12/2012
BHANSA	**BH ACC**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y 07/04/2009
2	System/upgrade procured	30%	Y

			13/11/2014
3	Flight data processing and exchange system is capable of transmission and reception of the required flight data (e.g. REV OLDI message) between ATC units	35%	Y 13/11/2014
4	Procedures implementing the Revision of Coordination process are tested, validated and in operational use	25%	Y 13/11/2014
Comment:	Note: For this edition of LSSIP document Bosnia and Herzegovina Air Navigation Services Provider did not provide data/information regarding implementation of Revision Of Coordination process.		
ITY-COTR-ASP05	Implement Abrogation of Coordination process		by:31/12/2012
BHANSA	**BH ACC**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y 07/04/2009
2	System/upgrade procured	30%	Y 13/11/2014
3	Flight data processing and exchange system is capable of transmission and reception of the required flight data (e.g. MAC OLDI message) between ATC units	35%	Y 13/11/2014
4	Procedures implementing the Abrogation of Coordination process are tested, validated and in operational use	25%	Y 13/11/2014
ITY-COTR-ASP06	Implement Basic Flight Data process		by:31/12/2012
BHANSA	**BH ACC**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y 07/04/2009
2	System/upgrade procured	30%	Y 13/11/2014
3	Flight data processing and exchange system is capable of transmission and reception of the required flight data (e.g. BFD OLDI message) between ATC units	35%	Y 13/11/2014
4	Procedures implementing the Basic Flight Data process are tested, validated and in operational use	25%	Y 13/11/2014
ITY-COTR-ASP07	Implement Change to Basic Flight Data process		by:31/12/2012
BHANSA	**BH ACC**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y 07/04/2009
2	System/upgrade procured	30%	Y 13/11/2014
3	Flight data processing and exchange system is capable of transmission and reception of the required flight data (e.g. CFD OLDI message) between ATC units	35%	Y 13/11/2014
4	Procedures implementing the Change to Basic Flight Data process are tested, validated and in operational use	25%	Y 13/11/2014
ITY-COTR-ASP10	Develop safety assessment		by:31/12/2012
BHANSA	**-**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y 07/04/2009
2	Safety Assessment drafted	30%	Y 13/11/2014
3	Safety Assessment delivered to the competent authority	60%	Y 13/11/2014
ITY-COTR-ASP11	Organise training to Air Traffic Control personnel		by:31/12/2012
BHANSA	**BH ACC**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y 07/04/2009
2	Training ongoing	40%	Y 13/11/2014

3	Training completed	50%	Y 13/11/2014
MIL (By:12/2012)			
Mil. Authority		**%**	**Not Applicable**
Military do no provide ATC service to civil flights	-		-
ITY-COTR-MIL01	Implement Basic Flight Data process		by:31/12/2012
Mil. Authority	**-**	**%**	**Not Applicable**
1	Activity started (e.g. Project kicked-off)	10%	N -
2	System/upgrade procured	30%	N -
3	Flight data processing and exchange system is capable of transmission and reception of the required flight data (e.g. BFD OLDI message) between ATC units	35%	N -
4	Procedures implementing the Basic Flight Data process are tested, validated and in operational use	25%	N -
ITY-COTR-MIL02	Implement Change to Basic Flight Data process		by:31/12/2012
Mil. Authority	**-**	**%**	**Not Applicable**
1	Activity started (e.g. Project kicked-off)	10%	N -
2	System/Function procured	30%	N -
3	Flight data processing and exchange system is capable of transmission and reception of the required flight data (e.g. CFD OLDI message) between ATC units	35%	N -
4	Procedures implementing the Change to Basic Flight Data process are tested, validated and in operational use	25%	N -

ITY-FMTP	**Common Flight Message Transfer Protocol (FMTP)** ***Timescales:*** Entry into force of regulation: 28/06/2007 All EATMN systems put into service after 01/01/09: 01/01/2009 All EATMN systems in operation by 20/04/11: 20/04/2011 Transitional arrangements: 31/12/2012 Transitional arrangements when bilaterally agreed between ANSPs: 31/12/2014	**100%**	**Completed**
FMTP was implemented in November2014.			**13/11/2014**
ASP (By:12/2014)			
BHANSA		**100%**	**Completed**
FMTP was implemented in November2014.	-		13/11/2014
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		by:31/12/2014
BHANSA	**-**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y 07/04/2009
2	Upgraded communications system/function procured	30%	Y 13/11/2014
3	Communications system/function installed	35%	Y 13/11/2014
4	Upgraded communication systems/functions tested, validated and in operational use	25%	Y 13/11/2014
ITY-FMTP-ASP02	Develop safety assessment for the changes		by:31/12/2014
BHANSA	**-**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y 07/04/2009
2	Draft Safety Assessment produced	30%	Y 13/11/2014
3	Safety Assessment, including safety arguments for the changes, submitted to the NSA	60%	Y 13/11/2014
ITY-FMTP-ASP03	Train technical staff		by:31/12/2014
BHANSA	**-**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y 07/04/2009
2	Training ongoing	40%	Y 13/11/2014
3	Training completed	50%	Y 13/11/2014
MIL (By:12/2014)			
Mil. Authority		**%**	**Not Applicable**
Military do no provide ATC service to civil flights	-		-
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		by:31/12/2014
Mil. Authority	**-**	**%**	**Not Applicable**
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	Upgraded communications system/function procured	~~30%~~	NA -
3	Communications system/function installed	~~35%~~	NA -

4	Upgraded communication systems/functions tested, validated and in operational use	~~25%~~	NA -
Comment:	Military do no provide ATC service to civil flights		

ITY-SPI	**Surveillance Performance and Interoperability** ***Timescales:*** Entry into force of regulation: 13/12/2011 ATS unit operational capability: 12/12/2013 EHS and ADS-B Out in transport-type State aircraft : 07/06/2020 ELS in transport-type State aircraft : 07/06/2020 Ensure training of MIL personnel: 07/06/2020 Retrofit aircraft capability: 07/06/2020	**0%**	**Late**
The objective is planned to be completed by end of 2021.			**31/12/2021**
REG (By:02/2015)			
BHDCA		**0%**	**Late**
The objective is planned to be completed by end of 2021.	-		31/12/2021
ITY-SPI-REG01	Conduct safety oversight for the existing surveillance chain		by:05/02/2015
BHDCA	**-**	**0%**	**Late**
1	Activity started (e.g. Project kicked-off)	10%	N 31/12/2021
2	Safety assessment has been received from the ANSP	30%	N 31/12/2021
3	Safety assessment has been reviewed and results communicated to the ANSP	60%	N 31/12/2021
ASP (By:02/2015)			
BHANSA		**0%**	**Late**
The objective is planned to be completed by end of 2021.	New ARTAS system / Upgrade DPS		31/12/2021
ITY-SPI-ASP01	Ensure interoperability of surveillance data		by:12/12/2013
BHANSA	**-**	**0%**	**Late**
1	Activity started (e.g. Project kicked-off)	10%	N 31/12/2021
2	Agreements on data exchange based on a common protocol have been signed	30%	N 31/12/2021
3	Surveillance data is exchanged based on the common protocol	60%	N 31/12/2021
ITY-SPI-ASP02	Conduct Safety Assessment for the existing surveillance chain		by:05/02/2015
BHANSA	**-**	**0%**	**Late**
1	Activity started (e.g. Project kicked-off)	10%	N 31/12/2021
2	Safety Assessment drafted	30%	N 31/12/2021
3	Safety Assessment delivered to the competent authority	60%	N 31/12/2021
ITY-SPI-ASP03	Conduct Safety Assessment for changes introduced to the surveillance infrastructure		by:12/12/2013
BHANSA	**-**	**0%**	**Late**
1	Activity started (e.g. Project kicked-off)	10%	N 31/12/2021
2	Safety Assessment drafted	30%	N 31/12/2021
3	Safety Assessment delivered to the competent authority	60%	N 31/12/2021
ITY-SPI-ASP04	Ensure the training of personnel		by:12/12/2013
BHANSA	**-**	**0%**	**Late**
1	Activity started (e.g. Project kicked-off)	10%	N 31/12/2021
2	Training ongoing	40%	N 31/12/2021

3	Training completed	50%	N 31/12/2021
MIL (By:06/2020)			
Mil. Authority		**%**	**Not Applicable**
Military do no provide ATC service to civil flights	-		-
ITY-SPI-MIL01	Carriage and operation of Mode S Elementary Surveillance avionics		by:07/06/2020
Mil. Authority	**-**	**%**	**Not Applicable**
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	Provide percentage of applicable State aircraft equipped #	~~90%~~	NA -
Comment:			
ITY-SPI-MIL02	Carriage and operation of Mode S Enhanced Surveillance and ADS-B Out avionics		by:07/06/2020
Mil. Authority	**-**	**%**	**Not Applicable**
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	Provide percentage of applicable transport-type State aircraft equipped #	~~90%~~	NA -
ITY-SPI-MIL03	Ensure the training of personnel		by:07/06/2020
Mil. Authority	**-**	**%**	**Not Applicable**
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	Training ongoing	~~40%~~	NA -
3	Training completed	~~50%~~	NA -

NAV03.1	**RNAV 1 in TMA Operations** ***Timescales:*** Initial operational capability: 01/01/2001 Full operational capability: 31/12/2023	**0%**	**No Plan**
No plan.			-
ASP (By:12/2023)			
BHANSA		**0%**	**No Plan**
No plan	-		-
NAV03.1-ASP01	Develop an airspace concept based on RNAV 1 arrival and departure procedures		by:31/12/2023
BHANSA	**-**	**0%**	**No Plan**
1	Activity started (e.g. Project kicked-off)	10%	N -
2	Airspace concept drafted	30%	N -
3	Airspace concept validated	35%	N -
4	Airspace concept approved	25%	N -
NAV03.1-ASP02	Provide appropriate terrestrial navigation infrastructure to support RNAV 1 operations		by:31/12/2023
BHANSA	**-**	**0%**	**No Plan**
1	Project/task for deploying appropriate terrestrial navigation infrastructure to support RNAV operation has kicked off	10%	N 31/12/2023
Comment:	No plan		
2	Appropriate infrastructure is procured	30%	N 31/12/2023
Comment:	No plan		
3	Appropriate infrastructure is installed	35%	N 31/12/2023
Comment:	No plan		
4	Appropriate infrastructure is tested, validated & available for operational use	25%	N 31/12/2023
Comment:	No plan		
NAV03.1-ASP03	Train air traffic controllers in RNAV 1 procedures		by:31/12/2023
BHANSA	**-**	**0%**	**No Plan**
1	Activity started (e.g. Project kicked-off)	10%	N 31/12/2023
Comment:	No plan		
2	Training of ATCOs in RNAV procedures is ongoing	40%	N 31/12/2023
Comment:	No plan		
3	Training of ATCOs in RNAV procedures is completed	50%	N 31/12/2023
Comment:	No plan		
NAV03.1-ASP05	Develop and implement RNAV 1 arrival and departure procedures based on the airspace concept		by:31/12/2023
BHANSA	**-**	**0%**	**No Plan**
1	Project/task for developing RNAV arrival & departure procedures has kicked off	10%	N 31/12/2023
Comment:	No plan		
2	RNAV arrival & departure procedures are developed	30%	N 31/12/2023
Comment:	No plan		
3	RNAV arrival & departure procedures are tested & validated	35%	N

			31/12/2023
Comment:	No plan		
4	RNAV arrival & departures procedures are published in national AIP and in operational use	25%	N 31/12/2023
Comment:	No plan		
NAV03.1-ASP11	Develop a local RNAV 1 safety assessment		by:31/12/2023
BHANSA	**-**	**0%**	**No Plan**
1	Activity started (e.g. Project kicked-off)	10%	N 31/12/2023
Comment:	No plan		
2	Local RNAV safety case has been drafted	30%	N 31/12/2023
Comment:	No plan		
3	Local RNAV safety case has been approved by NSA	60%	N 31/12/2023
Comment:	No plan		

NAV03.2	**RNP 1 in TMA Operations** ***Timescales:*** Initial operational capability: 01/01/2018 Full operational capability: 31/12/2023	**0%**	**No Plan**
No plan.			-
ASP (By:12/2023)			
BHANSA		**0%**	**No Plan**
No plan.	-		-
NAV03.2-ASP01	Develop an airspace concept based on designated RNP 1 arrival and departure procedures with Radius to Fix (RF)		by:31/12/2023
BHANSA	**-**	**0%**	**No Plan**
1	Activity started (e.g. Project kicked-off)	10%	N -
2	Airspace concept drafted	30%	N -
3	Airspace concept validated	35%	N -
4	Airspace concept approved	25%	N -
NAV03.2-ASP02	Where necessary, provide appropriate navigation infrastructure to support RNP 1 operations including the infrastructure required for GNSS reversion		by:31/12/2023
BHANSA	**Sarajevo TMA**	**0%**	**No Plan**
1	Project/task for deploying appropriate terrestrial navigation infrastructure to support RNP 1 operations including the infrastructure required for GNSS reversion has kicked off	10%	N -
2	Appropriate infrastructure is procured	30%	N -
3	Appropriate infrastructure is installed	35%	N -
4	Appropriate infrastructure is tested, validated & available for operational use	25%	N -
NAV03.2-ASP03	Train air traffic controllers in RNP1 with Radius to Fix (RF) procedures		by:31/12/2023
BHANSA	**Sarajevo TMA**	**0%**	**No Plan**
1	Activity started (e.g. Project kicked-off)	10%	N -
2	Training of ATCOs in RNP1 with Radius to Fix (RF) procedures is ongoing	40%	N -
3	Training of ATCOs in RNP1 with Radius to Fix (RF) procedures is completed	50%	N -
NAV03.2-ASP04	Implement RNP1 arrival and departure procedures with radius to Fix (RF)		by:31/12/2023
BHANSA	**Sarajevo TMA**	**0%**	**No Plan**
1	Project/task for implementing RNP1 arrival and departure procedures with radius to Fix (RF) has kicked off	10%	N -
2	RNP1 arrival and departure procedures with radius to Fix (RF)are developed	30%	N -
3	RNP1 arrival and departure procedures with radius to Fix (RF) are tested & validated	35%	N -
4	RNP1 arrival and departure procedures with radius to Fix (RF) are published in national AIP and in operational use	25%	N -
NAV03.2-ASP05	Develop a local safety assessment		by:31/12/2023
BHANSA	**-**	**0%**	**No Plan**
1	Activity started (e.g. Project kicked-off)	10%	N -
2	Local safety assessment has been drafted	30%	N

			-
3	Local safety assessment has been submitted to the NSA	60%	N
			-

NAV10	**APV Procedures** ***Timescales:*** Initial operational capability: 01/06/2011 Full operational capability: 31/12/2016	**0%**	**No Plan**
No plans at present.			-
REG (By:04/2016)			
BHDCA		**0%**	**No Plan**
No plans at present.	-		-
NAV10-REG01	Apply EASA material to local national regulatory activities		by:30/04/2016
BHDCA	**-**	**0%**	**No Plan**
1	Activity started (e.g. Project kicked-off)	10%	N -
2	Regulatory material drafted	30%	N -
3	Regulatory material approved and published	60%	N -
ASP (By:12/2016)			
BHANSA		**0%**	**No Plan**
No plan	-		-
NAV10-ASP01	Design and Publish APV/Baro and/or APV/SBAS procedures		by:31/12/2016
BHANSA	**-**	**0%**	**No Plan**
1	Project/task for developing APV/Baro and/or APV/SBAS procedures has kicked off	10%	N -
Comment:	No plan		
2	APV/Baro and/or APV/SBAS procedures are developed for all applicable airports/runway ends	30%	N -
Comment:	No plan		
3	APV/Baro and/or APV/SBAS procedures are tested & validated for all applicable airports/runway ends	35%	N -
Comment:	No plan		
4	APV/Baro and/or APV/SBAS procedures are published in national AIP for all applicable airports/runway ends	25%	N -
Comment:	No plan		
NAV10-ASP03	Develop National safety case for APV/Baro operations and/or APV/SBAS operations		by:30/04/2015
BHANSA	**-**	**0%**	**No Plan**
1	Activity started (e.g. Project kicked-off)	10%	N -
Comment:	No plan		
2	National safety case for APV/Baro operations and/or APV/SBAS operations has been drafted	30%	N -
Comment:	No plan		
3	National safety case for APV/Baro operations and/or APV/SBAS operations has been approved by NSA	60%	N -
Comment:	No plan		
NAV10-ASP04	Publish in AIPs all coordinates data in WGS-84 in accordance with ICAO Annex 15 requirements and Article 14 of Regulation (EU) No 73/2010		by:31/12/2016
BHANSA	**-**	**0%**	**No Plan**
1	Activity started (e.g. Project kicked-off)	10%	N -
Comment:	No plan		
2	WGS-84 co-ordinates data have been defined for all applicable airports	30%	N -
Comment:	No plan		
3	WGS-84 co-ordinates data have been published in AIP for all applicable	60%	N

	airports		-
Comment:	No plan		

NAV12	Optimised Low-Level IFR Routes in TMA for Rotorcraft *Applicability and timescale: Local*	%	No Plan
No plan at the moment.			-

SAF11	**Improve Runway Safety by Preventing Runway Excursions** ***Timescales:*** Initial operational capability: 01/09/2013 Full operational capability: 31/01/2018	**0%**	**Late**
The implementation of the European Action Plan for the Prevention of Runway Excursions is planned by 2020.			**31/12/2020**
REG (By:01/2018)			
BHDCA		**0%**	**Late**
Established the oversight activities, planned by 2020.	-		31/12/2020
SAF11-REG01	Implement the appropriate parts of the European Action Plan for the Prevention of Runway Excursions		by:31/01/2018
BHDCA	**-**	**0%**	**Late**
1	Activity started (e.g. Project kicked-off)	10%	N 31/12/2020
2	Documentation for the EAPPRE has been drafted, approved, released and disseminated by the State Authorities	15%	N 31/12/2020
3	Oversight activities arrangements, e.g. audit plans for the EAPPRE have been drafted, agreed & validated by the State Authorities	25%	N 31/12/2020
4	The applicable measures and oversight activities arrangements have been agreed, validated & implemented, i.e. through the appropriate reporting mechanism by the State Authorities	50%	N 31/12/2020
ASP (By:12/2014)			
BHANSA		**0%**	**Late**
Implementation of the applicable measures, planned by 2020.	-		31/12/2020
SAF11-ASP01	Implement the appropriate parts of the European Action Plan for the Prevention of Runway Excursions		by:31/12/2014
BHANSA	**-**	**0%**	**Late**
1	Activity started (e.g. Project kicked-off)	10%	N 31/12/2020
2	The applicable measures for the Action plan, part 3.1, 3.2 and 3.3 have been drafted by the ANSP	30%	N 31/12/2020
3	The applicable measures for the Action plan part 3.1, 3.2 and 3.3 have been agreed & validated by the ANSP	35%	N 31/12/2020
4	The applicable measures have been implemented, i.e. through the appropriate reporting mechanism by the ANSP	25%	N 31/12/2020
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:31/12/2014
BHANSA	**-**	**0%**	**Late**
1	Activity started (e.g. Project kicked-off)	10%	N 31/12/2020
2	The applicable measures for the Action plan, part 3.3 have been drafted by the AIS Providers	30%	N 31/12/2020
3	The applicable measures for the Action plan part 3.3 have been agreed & validated by the AIS Providers	35%	N 31/12/2020
4	The applicable measures have been implemented, i.e. through the appropriate reporting mechanism by the AIS Providers	25%	N 31/12/2020
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:31/12/2014
BHANSA	**-**	**0%**	**Late**
1	Activity started (e.g. Project kicked-off)	10%	N 31/12/2020
2	The applicable measures for the Action plan, part 3.2 have been drafted	30%	N 31/12/2020

3	The applicable measures for the Action plan part 3.2 have been agreed & validated	35%	N 31/12/2020
4	The applicable measures have been implemented, i.e. through the appropriate reporting mechanism	25%	N 31/12/2020
APO (By:12/2014)			
SARAJEVO Airport		**0%**	**Missing Data**
Missing data for this LSSIP edition.	-		-
SAF11-APO01	Implement the appropriate parts of the European Action Plan for the Prevention of Runway Excursions		by:31/12/2014
SARAJEVO Airport	**-**	**0%**	**Missing Data**
1	Activity started (e.g. Project kicked-off)	10%	N -
2	The applicable measures for the Action plan, part 3.1, 3.2 and 3.3 have been drafted by the Airport Operators	30%	N -
3	The applicable measures for the Action plan part 3.1, 3.2 and 3.3 have been agreed & validated by the Airport Operators	35%	N -
4	The applicable measures have been implemented, i.e. through the appropriate reporting mechanism by the Airport Operators	25%	N -

2. Implementation Projects - Details

2.1. National Projects

New ARTAS system			
Organisation(s):	BHANSA (BA)	**Type of project:** National	
Schedule:	mid-2019		
Status:	Procurement in progress		
Description:	BHANSA will purchase a new ARTAS system, for replacing the current system		
Link and references			
ATM MP links:	L3: ITY-ACID, ITY-SPI		
Other links:	-		
Project included in RP2 Performance Plan:	Y	**Name/Code in RP2 Performance Plan:**	Investment 5
Project included in DP2016:	N	**Name/Code in DP2016:**	-
Performance contribution			
Safety:	+++	-	
Environment:	+	-	
Capacity:	+++	-	
Cost-efficiency:	+	-	
Operational efficiency:	+++	-	

New Radio stations and sites			
Organisation(s):	BHANSA (BA)		**Type of project:** National
Schedule:	end 2019		
Status:	Procurement preparation ongoing		
Description:	BHANSA will implement new Radio stations (for en-route) and sites in support of 8.33 kHz AG Voice Channel spacing		
Link and references			
ATM MP links:	L3: ITY-AGVCS2		
Other links:	-		
Project included in RP2 Performance Plan:	Y	**Name/Code in RP2 Performance Plan:**	Investment 3
Project included in DP2016:	N	**Name/Code in DP2016:**	-
Performance contribution			
Safety:	+++	-	
Environment:	+	-	
Capacity:	+++	-	
Cost-efficiency:	+	-	
Operational efficiency:	+++	-	

New VCS			
Organisation(s):	BHANSA (BA)		**Type of project:** National
Schedule:	end 2019		
Status:	Procurement preparation in progress		
Description:	BHANSA will implement new VCS offering high reliability AG and GG communications		
Link and references			
ATM MP links:	L3: COM11		
Other links:	-		
Project included in RP2 Performance Plan:	Y	**Name/Code in RP2 Performance Plan:**	Investment 1
Project included in DP2016:	N	**Name/Code in DP2016:**	-
Performance contribution			
Safety:	+++	-	
Environment:	+++	-	
Capacity:	+++	-	
Cost-efficiency:	+++	-	
Operational efficiency:	+++	-	

Upgrade DPS			
Organisation(s):	BHANSA (BA)	**Type of project:** National	
Schedule:	end 2019		
Status:	Procurement preparation in progress		
Description:	BHANSA will procure and install a new DPS with new functionalities for supporting Free Route Airspace (FRA)		
Link and references			
ATM MP links:	L3: AOM21.2, ITY-ACID, ITY-SPI		
Other links:	-		
Project included in RP2 Performance Plan:	Y	**Name/Code in RP2 Performance Plan:**	Investment 2
Project included in DP2016:	N	**Name/Code in DP2016:**	-
Performance contribution			
Safety:	+++	Supporting FRA operations	
Environment:	+++	Supporting FRA operations	
Capacity:	+++	Supporting FRA operations	
Cost-efficiency:	+++	Supporting FRA operations	
Operational efficiency:	+++	Supporting FRA operations	

2.2. FAB Projects

FAB CE Strategic Operational Planning Project (incl. FAB CE X-Border Free Route Airspace Study) (FAB CE Project 1)			
Organisation(s):	ASP ANS CR (CZ), Austrocontrol (AT), BHANSA (BA), CCL Service Provider (HR), Hungarocontrol (HU), Letové prevádzkové služby Slovenskej republiky, štátny podnik (SK)),Slovenia Control (SI)	**Type of project:** FAB	
Schedule:	Project 1: Start 3.1.2011, End: Continuous Project 1 FAB CE FRA Study: Start: 1.9.2015, End: 21.4.2017		
Status:	FAB CE FRA Study is completed Other activities, including monitoring FRA implementation, are ongoing		
Description:	The objective of Project 1 is the optimal use of the airspace within FAB CE, taking into account air traffic flows while ensuring consistency with the wider European network together with the assessment and implementation of the Free Route Airspace concept. The project included the FAB CE X-Border FRA study (Free route airspace from the Black Forest to the Black Sea project) that was sucessfully completed in 2017. The study focused at defining the operational end technical pre-conditions to implement the FAB CE Free Route Airspace, including Concept of Operations, the necessary validation exercises thereof and the required development and upgrade requirements of ATM systems of the FAB CE members. After the completion of the FAB CE FRA Study, Project 1 now includes annual updates of FAB CE Network Operations Plan (FNOP), FAB CE Airspace Plan and ATM Manual. FNOP and Airspace Plan are subject to complete revision regarding their content, scope and structure to ensure sufficient tactical dynamicity while maintaining strategic validity as well as to facilitate easier approval process. A new task was launched during Q3/2017 to initiate FAB CE FRA implementation monitoring under the umbrella of P1. The planning and update of the project charter are ongoing and subject to approval.		
Link and references			
ATM MP links:	L3: AOM21.1, AOM21.2		
Other links:	SESAR Key Feature: Advanced air traffic services DP2016 Families: AF 3.2.1 AF 3.2.3 AF 3.2.4 FAB CE Strategic Objectives: FSO5, target 5.1: Implement Free Route Airspace "Baseline scenario", FSO10, target 10.3: Incorporate actions supporting the SESAR deployment (Deployment Programme) in the joint FAB CE planning process and planning documentation		
Project included in RP2 Performance Plan:	Y	**Name/Code in RP2 Performance Plan:**	FAB CE FRA Project (described under NSP actions 'FAB CE Airspace and route structure planning' and 'Free Route Airspace')
Project included in DP2016:	Y	**Name/Code in DP2016:**	102AF3 Free route airspace from the Black Forest to the Black Sea

Performance contribution		
Safety:	++	The baseline assumption is that the potential implementation of FRA in the region would be safety neutral or positive, i.e. the level of safety would not degrade due to the introduction of a FAB CE FRA OPS.
Environment:	+++	The project contributed to a goal to achieve 11% saving in horizontal flight efficiency by saving 2.1 km deviations (millions) from GCD and saving 23,000 tonnes of Annual CO2 in 2017.
Capacity:	++	The project contributed to a goal to increase capacity to cope with the increase of around 60% in traffic in 2017 with a maximum delay of 0.28 minutes.
Cost-efficiency:	+++	The project contributed to a goal of improvement over 2006 in ATM/CNS costs per flight hour and achieve €469 of economic costs per flight hour in 2017.
Operational efficiency:	++	Advanced ATS required for FRA implementation have a positive impact on all aspects of operational efficiency.
Cooperation Activities:	See 'Description/Scope' for details	

FAB CE-wide Study of Dynamic Airspace Management (DAM) and STAM (FAB CE DAM/STAM Study)		
Organisation(s):	ASP ANS CR (CZ), Austrocontrol (AT), BHANSA (BA), CCL Service Provider (HR), Hungarocontrol (HU), Letové prevádzkové služby Slovenskej republiky, štátny podnik (SK)),Slovenia Control (SI)	**Type of project:** FAB
Schedule:	DAM/STAM Study: Start: 7.2.2017, End: 31.12.2018	
Status:	Ongoing	
Description:	The main objective of the DAM/STAM study project is to obtain a key FAB CE high-level document that contains all relevant elements required for a consequent FAB CE wide implementation of DAM and STAM processes. As such the DAM /STAM final report can be seen as an implementation roadmap for all involved FAB CE ANSPs, a FAB CE ASM document that defines the high level operational concept for FAB CE DAM/STAM by describing the collaboration, processes, procedures and tools needed for later implementation. The second main objective of the DAM/STAM study is to provide the involved ANSP with all required information necessary to plan for closing existing gaps to PCP /Deployment Plan on a local level. As a FAB CE-wide assessment revealed gaps to the DP 2016 among the ANSP in all the related AF families, the DAM /STAM study is the FAB CE led activity to coordinate the closure of these remaining gaps. Furthermore, it is a stated goal of the DAM/STAM study to describe and prepare the conditions required to allow for a FAB CE wide harmonization of ASM, FUA-, DAM and STAM processes. The effect of this is seen to be FAB CE wide ASM that will allow to unlock the full operational benefits associated to FAB CE FRA implementation. A FAB CE-wide future implementation of DAM/STAM processes and procedures following the study is seen to yield the following goals: Enable equitable treatment of all airspace users in the allocation of airspace and required trajectories on short notice and increased flexibility in dealing with short term adjustments of airspace configurations (achieved through data -sharing and collaboration mechanisms). Provide proactive route/trajectory activation/airspace reservation or restriction allocation through a collaborative (cross-border) decision making process to accommodate short-term changes. Provide supporting processes and tools (requirements) that allow for the FAB CE FRA to achieve optimal operational efficiency. Overall increase of airspace capacity through optimized utilization of airspace configurations and scenarios, as STAM will provide more opportunities to balance demand and available capacity. More robust and reliable planning for the Airspace Users through a common view amongst all stakeholders on the availability of airspace and a larger selection of airspace configurations tailored towards different scenarios. Enable Airspace Users to make informed decisions and to increase their benefits by offering a larger choice of possible routeing and (until full FRA implementation is completed) airspace options.	

Link and references			
ATM MP links:	L3: AOM19.1, AOM19.2, AOM19.3, FCM04.1, FCM04.2, FCM05, FCM06		
Other links:	Optimised ATM network services DP2016 Families: AF 3.1.1 AF 3.1.2 AF 3.1.3 AF 3.1.4 AF 4.1.1 AF 4.1.2 AF 4.4.2 FAB CE Strategic Objectives: FSO10, target 10.3: Incorporate actions supporting the SESAR deployment (Deployment Programme) in the joint FAB CE planning process and planning documentation		
Project included in RP2 Performance Plan:	Y	**Name/Code in RP2 Performance Plan:**	Advanced Airspace Management (described under NSP actions)
Project included in DP2016:	Y	**Name/Code in DP2016:**	2016_075_AF3_A FAB CE wide Study of DAM and STAM (PCP under CEF2016 Call)
Performance contribution			
Safety:	+	Increased situational awareness of FMPs, supervisors and ATCOs. STAM will give more options to avoid overloads. Following FAB CE FRA simulations, the DAM STAM study assess the results in order to quantify the impact on this domain.	
Environment:	++	Trajectories are expected to be more efficient due to procedures and processes accommodating short-term changes. Larger selection of airspace configurations/scenarios available to allow for more robust planning. Direct positive impact thanks to shorter and more direct routes whenever possible, which will lead to an optimized fuel usage of the AU. In addition, increased robustness on the overall allocation of airspace will lead to a more appropriate fuel loading of airspace users. Following FAB CE FRA simulations, the DAM STAM study assess the results in order to quantify the impact on this domain.	
Capacity:	++	Better usage of available airspace volumes with reduced complexity will lead to higher capacity. Short-term opportunities are effectively and efficiently managed. Overall increase of airspace capacity through optimised utilisation of airspace configurations and scenarios. STAM will give more opportunities to balance traffic demand and available capacity. Following FAB CE FRA simulations, the DAM STAM study assess the results in order to quantify the impact on this domain.	
Cost-efficiency:	+	A capacity increase combined with increased situational awareness of the ATCO is enhanced through the introduction of complexity assessments for expected scenarios. Combined this will lead to adjustments of sector monitoring values and ATCO productivity. Following FAB CE FRA simulations, the DAM STAM study assess the results in order to quantify the impact on this domain.	
Operational efficiency:	++	The application of the data / information sharing concept among all involved stakeholders will lead to an increased robustness and predictability of the FAB CE managed airspace. Following FAB CE FRA simulations, the DAM STAM study assess the results in order to quantify the impact on this domain.	
Cooperation Activities:	See 'Description/Scope' for details		

Surveillance Infrastructure Optimisation (FAB CE Project 18)			
Organisation(s):	ASP ANS CR (CZ), Austrocontrol (AT), BHANSA (BA), CCL Service Provider (HR), Hungarocontrol (HU), Letové prevádzkové služby Slovenskej republiky, štátny podnik (SK)),Slovenia Control (SI)		**Type of project:** FAB
Schedule:	Start: 6.7.2016, End: 28.2.2018		
Status:	Ongoing, in the finalization phase		
Description:	Project 18 within the FAB CE is expected to: Develop processes for coordinated infrastructure planning and maintenance thus leading to a proactive consultation process and a FAB CE-wide information exchange regarding SUR systems for increased cost-effectiveness; Propose improvements in SUR coverage quality by coverage optimisation; Conduct a feasibility study including a Cost Benefit Analysis of implementing a regional tracker for different scenarios, bringing facts and figures for making a "make or buy" decision.		
Link and references			
ATM MP links:	-		
Other links:	CNS Rationalisation Enabling aviation infrastructure FAB CE Strategic Objectives: FSO6, target 6.3: Incorporate planning of the CNS infrastructure and ATM processing systems aligned with RP planning, to achieve its harmonisation and optimisation in the FAB CE Implementation Plan FSO6, target 6.4: Establish common operation of CNS infrastructure and ATM processing services as defined by the FAB CE Architecture including shared data processing functions, shared information pool and sharing of human resources where applicable and proven to be beneficial FSO7, target 7.1: Establish FAB CE common approach to technical operation and corrective / preventive maintenance of systems, including sharing of spare parts		
Project included in RP2 Performance Plan:	Y	**Name/Code in RP2 Performance Plan:**	Optimisation of CNS resources
Project included in DP2016:	N	**Name/Code in DP2016:**	-
Performance contribution			
Safety:		-	
Environment:		-	
Capacity:		-	
Cost-efficiency:	+	Efficiency of the processes. Informed decision about future solution for the regional tracker	
Operational efficiency:		-	
Cooperation Activities:	See 'Description/Scope' for details		

X-Bone HW Procurement (FAB CE Project 17)			
Organisation(s):	ASP ANS CR (CZ), Austrocontrol (AT), CCL Service Provider (HR), Hungarocontrol (HU), Letové prevádzkové služby Slovenskej republiky, štátny podnik (SK)),Slovenia Control (SI)	**Type of project:** FAB	
Schedule:	Start: 19.2.2016, End: 30.4.2018		
Status:	Common procurement finalized, in the implementation phase		
Description:	The primary goal of this project is to upgrade the routers for the FAB CE cross-border communications network (X-Bone). The secondary goal of this project is to accomplish the first FAB CE common procurement and lay down procedural foundations for the further common procurement activities, if feasible.		
Link and references			
ATM MP links:	-		
Other links:	CNS Rationalisation Enabling aviation infrastructure FAB CE Strategic Objectives: FSO6, target 6.5: Realise common (smart) procurement of relevant CNS infrastructure and ATM processing systems in FAB CE		
Project included in RP2 Performance Plan:	Y	**Name/Code in RP2 Performance Plan:**	Optimisation of CNS resources
Project included in DP2016:	N	**Name/Code in DP2016:**	-
Performance contribution			
Safety:		-	
Environment:		-	
Capacity:		-	
Cost-efficiency:	+	Savings in procurement of CNS infrastructure	
Operational efficiency:		-	
Cooperation Activities:	See 'Description/Scope' for details		

2.3. Regional Projects

Gate One Free Route Airspace Operational Framework Study (GO FRA OF Study)			
Organisation(s):	ASP ANS CR (CZ), Austrocontrol (AT), BHANSA (BA), BULATSA (BG), CCL Service Provider (HR), Hungarocontrol (HU), Letové prevádzkové slu by Slovenskej republiky, tátny podnik (SK), M-NAV (MK), ORO NAVIGACIJA (LT), PANSA (PL), ROMATSA (RO), SMATSA (RS), Slovenia Control (SI)	**Type of project:** Regional	
Schedule:	Start: 1.9.2017, End: 30.11.2019		
Status:	Planned CEF Application is being finalised under CEF Call 2016		
Description:	GO FRA Study within the Gate One region is expected to: - Evaluate the feasibility of connecting FAB and national level FRA initiatives to a larger common FRA area as a step towards Pan-European FRA deployment; - Expand the application of FRA and cover geographical gaps in FAB-level FRA implementation by the inclusion of non-FAB states to the GO FRA scope; - Facilitate the deployment of FRA in a large multi-FAB/state area by utilising the existing FRA initiatives, lessons learned and individual studies performed by the participating ANSPs in defining the framework for a common GO FRA application within a defined airspace, fully integrated with the FAB/state level FRA initiatives; - Reduce fragmentation and remove overlaps between the currently on-going different national/bi-lateral/FAB-level FRA initiatives; - Enable airspace user benefit realisation with regard to FRA operations in a larger area resulting in improved flight efficiency and reduced environmental impact.		
Link and references			
ATM MP links:	L3: AOM21.1, AOM21.2		
Other links:	Advanced air traffic services DP2016 Families: AF 3.2.1 AF 3.2.3 AF 3.2.4 FAB CE Strategic Objectives: FSO5, target 5.1: Implement Free Route Airspace Baseline scenario FSO10, target 10.3: Incorporate actions supporting the SESAR deployment (Deployment Plan / Programme 2015) in the joint FAB CE planning process and planning documentation		
Project included in RP2 Performance Plan:	N	**Name/Code in RP2 Performance Plan:**	-
Project included in DP2016:	N	**Name/Code in DP2016:**	CEF Application will be submitted as a part of PCP under CEF2016 Call

Performance contribution		
Safety:	+	The baseline assumption is that the potential implementation of GO FRA would be safety neutral or positive, i.e. the level of safety would not degrade due to the introduction of a large scale FRA OPS. Occurrences of SAF2, SAF3 and SAF4 KPI s should not increase as a result of the Gate One wide FRA application. The introduction of multi-FAB/state FRA is expected to introduce improvements in system interoperability, procedures and potentially the use of ground based safety nets and monitoring aids expected to result in improvements to the overall safety in the impacted area.
Environment:	+	The introduction of multi-FAB/state FRA is expected to improve flight efficiency through the availability of user preferred routing and improved network connectivity between the participating FABs/states. Indicative flight efficiency (in time) assessments will be made through macro-level modelling and FTS exercises during Activities 3 and 4.
Capacity:	+	The baseline assumption is that the potential implementation of GO FRA would be capacity neutral or positive, i.e. the participating ANSPs capacities would not degrade (KPI CAP5) due to the introduction of a large scale FRA OPS. The introduction of multi-FAB/state FRA may increase the airspace capacity with the appropriate system support and sector configuration and capacity management procedures. However, this would need to be verified through local/FAB-level RTS simulations and/or live-trials during the potential implementation phase.
Cost-efficiency:	+	Introduction of Gate One FRA is not expected to impact ANS Cost Efficiency KPI COS1. Impact on COS3 is expected to be negligible as ASNPs will be required to implement changes to their ATM systems for FRA compatibility regardless of GO FRA.
Operational efficiency:	+	It is expected that the ATM functionalities required to support flight data sharing in a large-scale FRA environment will improve predictability but this will require validation on local/FAB-level.
Cooperation Activities:	-	

eGAFOR (2016-EU-TMC-0075-S)			
Organisation(s):	BHANSA (BA), CCL Service Provider (HR), ROMATSA (RO), SMATSA (BA)	**Type of project:** Regional	
Schedule:	The project is expected to be completed by December 31, 2020.		
Status:	Ongoing		
Description:	Low Level Flight (LLF) is the most safety critical part of aviation. Because of flight at low altitudes and generally small and less equipped airplanes, these flights are particularly vulnerable to all hazardous meteorological phenomena. Meteorological (MET) support for LLF in Europe is very fragmented and inconsistent as a consequence of poorly defined MET services for LLF in ICAO Annex 3. The eGAFOR Project Idea is based on cooperation among MET service providers in Central and Southeast Europe and the ultimate goal is to provide the LLF user with a consolidated and harmonized MET service for a flight planned over several states. The project will cover a large area that will include GAFOR routes for which GAFOR forecasts will be issued in a consolidated way.		
Link and references			
ATM MP links:	-		
Other links:	-		
Project included in RP2 Performance Plan:	N	**Name/Code in RP2 Performance Plan:**	-
Project included in DP2016:	N	**Name/Code in DP2016:**	-
Performance contribution			
Safety:	+++	Low Level Flight (LLF) is the most safety critical part of aviation. Because of flight at low altitudes and generally small and less equipped airplanes, these flights are particularly vulnerable to all hazardous meteorological phenomena. Meteorological (MET) support for LLF in Europe is very fragmented and inconsistent as a consequence of poorly defined MET services for LLF in ICAO Annex 3.	
Environment:		-	
Capacity:		-	
Cost-efficiency:		-	
Operational efficiency:		-	
Cooperation Activities:	-		