

# **LSSIP 2018 BOSNIA & HERZEGOVINA Local Single Sky ImPlementation**


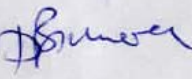


Level 2 - Detailed Implementation Status





# APPROVAL SHEET

*The following authorities have approved all parts of the LSSIP Year 2018 document and their signatures confirm the correctness of the reported information and reflect their commitment to implement the actions laid down in the European ATM Master Plan Level 3 Implementation Plan – Edition 2018.*

Stakeholder / Organisation	Name	Position	Signature
BHDCA	Željko TRAVAR	Acting Director BHDCA	 04.03.2019.
BHANSA	Davorin PRIMORAC	Director of BHANSA	 06.03.2019.
MoD	Marina PENDEŠ	Minister of Defence	 14 -03- 2019
Airport Sarajevo	Armin KAJMAKOVIĆ	General Manager	 18.03.2019.











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# 1. Implementation Objective Progress - Details

Objective/Stakeholder Progress Code:			
Completed		Not yet planned	
Ongoing		Not Applicable	
Planned		Missing Data	
Late			

AOM13.1	Harmonise Operational Air Traffic (OAT) and General Air Traffic (GAT) Handling <u>Timescales:</u> Initial operational capability: 01/01/2012 Full operational capability: 31/12/2018		41%	Late
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.				31/12/2020
REG (By:12/2018)				
BHDCA			3%	Late
late		-	31/12/2019	
AOM13.1-REG01	Revise national legislation as required			by:31/12/2018
BHDCA	-		10%	Late
1	Activity started (e.g. Project kicked-off)		10%	Y
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
Comment:		In progress.		
3	National rules and regulations in accordance with EUROAT established and EUROCONTROL informed about the official national implementation date		60%	N
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	-		0%	Late
1	Activity started (e.g. Project kicked-off)		10%	N
				31/12/2019
2	National rules and regulations for implementation of new principles, rules and procedures for OAT/GAT handling in accordance with EUROAT drafted		30%	N
				31/12/2019

	3	National rules and regulations in accordance with EUROAT established and EUROCONTROL informed about the official national implementation date	60%	N
				31/12/2019
AOM13.1-REG01		Revise national legislation as required		by:31/12/2018
BHDCA		-	0%	Late
	1	Activity started (e.g. Project kicked-off)	10%	N
				31/12/2019
	2	National rules and regulations for implementation of new principles, rules and procedures for OAT/GAT handling in accordance with EUROAT drafted	30%	N
				31/12/2019
	3	National rules and regulations in accordance with EUROAT established and EUROCONTROL informed about the official national implementation date	60%	N
				31/12/2019
<b>ASP (By:12/2018)</b>				
BHANSA			100%	Completed
BHANSAs completed objective		-		31/12/2018
AOM13.1-ASP01		Apply common principles, rules and procedures for OAT handling and OAT/GAT interface		by:31/12/2018
BHANSA		-	100%	Completed
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%	Y
				31/12/2018
Comment: Procedures agreed and tested, validated				
	4	Procedures for OAT/GAT interfaces implemented, i.e. in operational use	25%	Y
				31/12/2018
Comment: Manual has already been updated, required documents are in force, validated				
AOM13.1-ASP02		Train staff as necessary		by:31/12/2018
BHANSA		-	100%	Completed
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%	Y
				31/12/2018
Comment: completed by the target implementation date				
<b>MIL (By:12/2018)</b>				
Mil. Authority			13%	Late
MoD and BHANSAs signed an agreement with seven annexes on 27 January 2016 in order to Harmonise Operational Air Traffic (OAT) and General Air Traffic (GAT) Handling		-		31/12/2020
AOM13.1-MIL01		Apply common principles, rules and procedures for OAT handling and OAT/GAT interface		by:31/12/2018
Mil. Authority		-	40%	Late
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
			31/12/2020
Comment:	Procedures agreed and tested, pending validation		
4	Procedures for OAT/GAT interfaces implemented, i.e. in operational use	25%	N
			31/12/2020
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%	Late
1	Activity started (e.g. Project kicked-off)	10%	N
			31/12/2020
Comment:	For this LSSIP edition there is no information provided by MoD.		
2	Conformance analysis of national rules and EUROAT performed	40%	N
			31/12/2020
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
			31/12/2020
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%	Not yet planned
Comment:	No need and plan identified for migrating military aeronautical information to EAD		
1	Activity started (e.g. Project kicked-off)	10%	N
			-
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
			-
3	All Military Authorities responsible for AIS Data have implemented EAD and maintain the three sets of AIP Data	50%	N
			-



AOM19.1	ASM Support Tools to Support Advanced FUA (AFUA) <u>Timescales:</u> Initial operational capability: 01/01/2011 Full operational capability: 31/12/2018		70%	Late
LARA agreement signed in early 2018, procurement and validation took place in 2018				31/12/2019
ASP (By:12/2018)				
BHANSA			70%	Late
LARA agreement signed in early 2018, implemented			FAB CE-wide Study of Dynamic Airspace Management (DAM) and STAM	31/12/2019
AOM19.1-ASP01	Deploy automated ASM support systems			by:31/12/2018
BHANSA	BH ACC		100%	Completed
Comment: LARA agreement signed in early 2018, implemented				
1	Activity started (e.g. Project kicked-off)	10%	Y	01/01/2018
2	Automated ASM support systems procured	30%	Y	31/12/2018
Comment: completed				
3	Automated ASM support systems installed	35%	Y	31/12/2018
Comment: completed				
4	Automated ASM support system tested, validated and in operational use	25%	Y	31/12/2018
Comment: completed				
AOM19.1-ASP02	Implement interoperability of local ASM support system with NM system			by:31/12/2018
BHANSA	-		100%	Completed
Comment: LARA agreement signed in early 2018, completed				
1	Activity started (e.g. Project kicked-off)	10%	Y	01/01/2018
Comment: started				
2	Local ASM support system has been adapted to make it interoperable with NM system (AIXM 5.1 interface)	65%	Y	31/12/2018
Comment: completed				
3	A Letter of Agreement (LoA) has been concluded with NM	25%	Y	31/12/2018
Comment: completed				
AOM19.1-ASP03	Improve planning and allocation of airspace booking			by:31/12/2018
BHANSA	-		10%	Late
1	Activity started (e.g. Project kicked-off)	10%	Y	01/01/2018
Comment: 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	31/12/2019
Comment: By the end of 2019				
3	FUA Indicators are continuously measured using PRISMIL or a similar tool	35%	N	31/12/2019
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	31/12/2019

AOM19.2	ASM Management of Real-Time Airspace Data <u>Timescales:</u> Initial operational capability: 01/01/2017 Full operational capability: 31/12/2021		100%	Completed
-				31/12/2018
ASP (By:12/2021)				
BHANSA			100%	Completed
completed		FAB CE-wide Study of Dynamic Airspace Management (DAM) and STAM		31/12/2018
AOM19.2-ASP01	Adapt ATM systems for real-time ASM data exchanges			by:31/12/2021
BHANSA	-		100%	Completed
Comment:	completed			
1	Activity started (e.g. Project kicked-off)		10%	Y 07/02/2017
Comment:	started			
2	Upgrade to ATM systems to enable real-time ASM data exchanges with local ASM support systems procured		30%	Y 31/12/2018
Comment:	completed			
3	Upgrade to ATM systems to enable real-time ASM data exchanges with local ASM support systems installed		60%	Y 31/12/2018
Comment:	completed			
AOM19.2-ASP02	Adapt local ASM support system for real-time ASM data exchanges with NM systems			by:31/12/2021
BHANSA	-		100%	Completed
1	Activity started (e.g. Project kicked-off)		10%	Y 07/02/2017
Comment:	started			
2	Upgrade to local ASM support system for real-time ASM data exchanges with NM procured		30%	Y 31/12/2018
Comment:	completed			
3	Upgrade to local ASM support system for real-time ASM data exchanges with NM installed		60%	Y 31/12/2018
Comment:	completed			
AOM19.2-ASP03	Implement procedures related to real-time (tactical) ASM level III information exchange			by:31/12/2021
BHANSA	-		100%	Completed
1	Activity started (e.g. Project kicked-off)		10%	Y 07/02/2017
Comment:	started			
2	Procedures related to real-time (tactical) ASM level III information exchange drafted		30%	Y 31/12/2018
Comment:	completed			
3	Procedures related to real-time (tactical) ASM level III information exchange agreed, tested & validated		35%	Y 31/12/2018
Comment:	completed			
4	Procedures related to real-time (tactical) ASM level III information exchange implemented		25%	Y 31/12/2018
Comment:	completed			

AOM19.3	Full Rolling ASM/ATFCM Process and ASM Information Sharing <u>Timescales:</u> Initial operational capability: 01/01/2014 Full operational capability: 31/12/2021		100%	Completed
Alignment with the AMC implementation and LARA tool.				31/12/2018
ASP (By:12/2021)				
BHANSA			100%	Completed
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	-		100%	Completed
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%	Y 31/12/2018
3	Upgrade to ASM systems to support a full rolling ASM/ATFCM process installed		60%	Y 31/12/2018
AOM19.3-ASP02	Implement procedures and processes for a full rolling ASM/ATFCM process			by:31/12/2021
BHANSA	-		100%	Completed
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%	Y 31/12/2018
3	Procedures and processes for a full rolling ASM/ATFCM process agreed, tested & validated		35%	Y 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%	Y 31/12/2018
Comment: implemented				

AOM19.4	Management of Pre-defined Airspace Configurations <u>Timescales:</u> Initial operational capability: 01/01/2018 Full operational capability: 31/12/2021		0%	Not yet planned
Not yet planned				-
ASP (By:12/2021)				
BHANSA			0%	Not yet planned
Not yet planned		-	-	
AOM19.4-ASP01	Adapt ATM systems to support the management of ASM solutions and pre-defined airspace configurations.			by:31/12/2021
BHANSA	-		0%	Not yet planned
Comment:	Not yet planned			
1	Activity started (e.g. Project kicked-off)	10%	N	
			-	
2	New/upgraded ATM system supporting management of ASM solutions and pre-defined airspace configurations procured	30%	N	
			-	
3	New/upgraded ATM system supporting management of ASM solutions and pre-defined airspace configurations installed	60%	N	
			-	
AOM19.4-ASP01	Adapt ATM systems to support the management of ASM solutions and pre-defined airspace configurations.			by:31/12/2021
BHANSA	-		0%	Not yet planned
Comment:	Not yet planned			
1	Activity started (e.g. Project kicked-off)	10%	N	
			-	
2	New/upgraded ATM system supporting management of ASM solutions and pre-defined airspace configurations procured	30%	N	
			-	
3	New/upgraded ATM system supporting management of ASM solutions and pre-defined airspace configurations installed	60%	N	
			-	
AOM19.4-ASP02	Implement procedures in support of an improved ASM solution process and pre-defined airspace configurations			by:31/12/2021
BHANSA	-		0%	Not yet planned
Comment:	Not yet planned			
1	Activity started (e.g. Project kicked-off)	10%	N	
			-	
2	Procedures to support ASM solution process and pre-defined airspace configurations drafted	30%	N	
			-	
3	Procedures to support ASM solution process and pre-defined airspace configurations agreed, tested & validated	35%	N	
			-	
4	Procedures to support ASM solution process and pre-defined airspace configurations implemented	25%	N	
			-	

<b>AOM21.1</b>	<b>Direct Routing</b> <b><u>Timescales:</u></b> Initial Operational Capability: 01/01/2015 Full Operational Capability: 31/12/2017	<b>100%</b>	<b>Completed</b>
<b>Direct routing has been completely implemented in the Sarajevo FIR and BHANSA AoR</b>			<b>15/04/2014</b>
<b>ASP (By:12/2017)</b>			
<b>BHANSA</b>		<b>100%</b>	<b>Completed</b>
Direct routing has been completely implemented in the Sarajevo FIR and BHANSA AoR			15/04/2014
<b>AOM21.1-ASP01</b>	<b>Implement procedures and processes in support of the network dimension</b>		<b>by:31/12/2017</b>
<b>BHANSA</b>	<b>BH ACC</b>	<b>100%</b>	<b>Completed</b>
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:			
<b>AOM21.1-ASP02</b>	<b>Implement system improvements</b>		<b>by:31/12/2017</b>
<b>BHANSA</b>	<b>BH ACC</b>	<b>100%</b>	<b>Completed</b>
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
<b>AOM21.1-ASP03</b>	<b>Implement procedures and processes in support of the local dimension</b>		<b>by:31/12/2017</b>
<b>BHANSA</b>	<b>BH ACC</b>	<b>100%</b>	<b>Completed</b>
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.			
<b>AOM21.1-ASP04</b>	<b>Implement transversal activities (verification at local/regional level, safety case and training)</b>		<b>by:31/12/2017</b>
<b>BHANSA</b>	<b>BH ACC</b>	<b>100%</b>	<b>Completed</b>
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.		



<b>AOM21.2</b>	<b>Free Route Airspace</b> <u>Timescales:</u> Initial operational capability: 01/01/2015 Full operational capability: 31/12/2021	<b>100%</b>	<b>Completed</b>
<b>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)</b> <b>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.</b> <b>SEAFRA is also now co-operated with SAXFRA from other FAB CE States (Austria, Slovenia).</b>			<b>01/02/2018</b>
<b>ASP (By:12/2021)</b>			
<b>BHANSa</b>		<b>100%</b>	<b>Completed</b>
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)		DEVOPS: FABCE Development of Operational Performance and ATM Strategies (previously Project 1) / Upgrade DPS	<b>01/02/2018</b>
<b>AOM21.2-ASP01</b>	<b>Implement procedures and processes in support of the network dimension</b>		<b>by:31/12/2021</b>
<b>BHANSa</b>	-	<b>100%</b>	<b>Completed</b>
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).		
<b>AOM21.2-ASP02</b>	<b>Implement system improvements</b>		<b>by:31/12/2021</b>
<b>BHANSa</b>	-	<b>100%</b>	<b>Completed</b>
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 dynamic sectorisation		by:31/12/2021
BHANSA	-	%	Not Applicable
Comment:	Not yet planned		
1	Activity started (e.g. Project kicked-off)	10%	N
			-
2	New/upgraded ATM system supporting support dynamic sectorisation procured	30%	N
			-
3	New/upgraded ATM system supporting support dynamic sectorisation installed	35%	N
			-
4	Procedures implementing dynamic sectorisation are tested, validated and in operational use	25%	N
			-
AOM21.2-ASP04	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-ASP05	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).		

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

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

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

AOP05		Airport Collaborative Decision Making (A-CDM) <u>Timescales:</u> - not applicable -		0%	Late
LQSA - Sarajevo Airport (Outside Applicability Area)					
Not applicable to Sarajevo airport- ASP (By:12/2016)					31/12/2021
BHANSA				0%	Late
-			-		31/12/2021
AOP05-ASP01	Define and agree performance objectives and KPIs at local level, specific to ANSP in accordance with A-CDM Manual guidelines				by:-
BHANSA	-			0%	Late
1	Activity started (e.g. Project kicked-off)			10%	N 31/12/2021
2	Local A-CDM committee established with all Stakeholders involved			10%	N 31/12/2021
3	Performance objectives and KPIs drafted			30%	N 31/12/2021
4	Performance objectives and KPIs agreed by all parties			50%	N 31/12/2021
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	-			0%	Late
1	Activity started (e.g. Project kicked-off)			10%	N 31/12/2021
2	Information sharing principles/procedures defined and information sharing platform (if applicable) procured			30%	N 31/12/2021
3	Information sharing platform (if applicable) installed			10%	N 31/12/2021
4	Information sharing procedures agreed, tested & validated			25%	N 31/12/2021
5	LoA and/or MoU signed by all partners and procedures implemented			25%	N 31/12/2021
AOP05-ASP03	Define and implement local procedures for turnaround processes in accordance with CDM manual guidelines				by:-
BHANSA	-			0%	Late
1	Activity started (e.g. Project kicked-off)			10%	N 31/12/2021
2	Procedures for turnaround processes drafted through LoA and/or MoU			30%	N 31/12/2021
3	Procedures for turnaround processes agreed, tested & validated			35%	N 31/12/2021
4	LoA and/or MoU signed by all partners and procedures for turnaround processes implemented			25%	N 31/12/2021
AOP05-ASP04	Continually review and measure airport performance in accordance with Airport CDM Manual guidelines				by:-
BHANSA	-			0%	Late
1	Activity started (e.g. Project kicked-off)			10%	N 31/12/2021
2	Procedure & methodology for measuring airport performance agreed & validated			30%	N 31/12/2021
3				35%	N



	Procedure & methodology for measuring airport performance implemented		31/12/2021
4	Airport performance results/benefits published	25%	N 31/12/2021
<b>AOP05-ASP05</b>	<b>Define and implement variable taxi-time and predeparture sequencing procedure (i.e. initial DMAN) according to airport CDM Manual guidelines</b>		<b>by:-</b>
<b>BHANSA</b>	-	<b>0%</b>	<b>Late</b>
1	Activity started (e.g. Project kicked-off)	10%	N 31/12/2021
2	Procedures for variable taxi time and pre-departure sequencing drafted	30%	N 31/12/2021
3	Procedures for variable taxi time and pre-departure sequencing agreed, tested & validated	35%	N 31/12/2021
4	Procedures for variable taxi time and pre-departure sequencing implemented and published in the AIP	25%	N 31/12/2021
<b>AOP05-ASP06</b>	<b>Define and implement procedures for CDM in adverse conditions, including the de-icing according to airport CDM Manual guidelines</b>		<b>by:-</b>
<b>BHANSA</b>	-	<b>0%</b>	<b>Late</b>
1	Activity started (e.g. Project kicked-off)	10%	N 31/12/2021
2	Procedures for adverse conditions drafted through LoA and/or MoU	30%	N 31/12/2021
3	Procedures for adverse conditions agreed, tested & validated	35%	N 31/12/2021
4	LoA and/or MoU signed by all partners and procedures for adverse conditions implemented	25%	N 31/12/2021
<b>APO (By:12/2016)</b>			
<b>SARAJEVO Airport</b>		<b>0%</b>	<b>Late</b>
-	-		31/12/2021
<b>AOP05-APO01</b>	<b>Define and agree performance objectives and KPIs at local level specific to airport operations in accordance with A-CDM Manual guidelines</b>		<b>by:-</b>
<b>SARAJEVO Airport</b>	-	<b>0%</b>	<b>Late</b>
1	Activity started (e.g. Project kicked-off)	10%	N 31/12/2021
2	Local A-CDM committee established with all Stakeholders involved	10%	N 31/12/2021
3	Performance objectives and KPIs drafted	30%	N 31/12/2021
4	Performance objectives and KPIs agreed by all parties	50%	N 31/12/2021
<b>AOP05-APO02</b>	<b>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</b>		<b>by:-</b>
<b>SARAJEVO Airport</b>	-	<b>0%</b>	<b>Late</b>
1	Activity started (e.g. Project kicked-off)	10%	N 31/12/2021
2	Information sharing principles/procedures defined and information sharing platform (if applicable) procured	30%	N 31/12/2021
3	Information sharing platform (if applicable) installed, tested & validated	10%	N 31/12/2021
4	Information sharing procedures agreed, tested & validated	25%	N 31/12/2021

5	LoA and/or MoU signed by all partners and procedures implemented	25%	N
			31/12/2021
AOP05-APO03	Define and implement local procedures for turnaround processes in accordance with CDM manual guidelines (baseline CDM)		by:-
SARAJEVO Airport	-	0%	Late
1	Activity started (e.g. Project kicked-off)	10%	N
			31/12/2021
2	Procedures for turnaround processes drafted through LoA and/or MoU	30%	N
			31/12/2021
3	Procedures for turnaround processes agreed, tested & validated	35%	N
			31/12/2021
4	LoA and/or MoU signed by all partners and procedures for turnaround processes implemented	25%	N
			31/12/2021
AOP05-APO04	Continually review and measure airport performance in accordance with Airport CDM Manual guidelines		by:-
SARAJEVO Airport	-	0%	Late
1	Activity started (e.g. Project kicked-off)	10%	N
			31/12/2021
2	Procedure & methodology for measuring airport performance agreed & validated	30%	N
			31/12/2021
3	Procedure & methodology for measuring airport performance implemented	35%	N
			31/12/2021
4	Airport performance results/benefits published	25%	N
			31/12/2021
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:-
SARAJEVO Airport	-	0%	Late
1	Activity started (e.g. Project kicked-off)	10%	N
			31/12/2021
2	Capability to send/receive DPI/FUM messages available in systems	40%	N
			31/12/2021
3	Procedures for exchange of messages (DPI/FUM) with NMOC agreed, tested & validated	25%	N
			31/12/2021
4	Procedures for exchange of messages (DPI/FUM) with NMOC operational	25%	N
			31/12/2021
AOP05-APO06	Define and implement procedures for CDM in adverse conditions including the de-icing according to airport CDM Manual guidelines		by:-
SARAJEVO Airport	-	0%	Late
1	Activity started (e.g. Project kicked-off)	10%	N
			31/12/2021
2	Procedures for adverse conditions and de-icing drafted through LoA and/or MoU	30%	N
			31/12/2021
3	Procedures for adverse conditions and de-icing agreed, tested & validated	35%	N
			31/12/2021
4	LoA and/or MoU signed by all partners and procedures for adverse conditions and de-icing implemented	25%	N
			31/12/2021

AOP10	Time-Based Separation <u>Timescales:</u> - 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)	<del>10%</del>	NA
			-
Comment:	Activity started - not applicable.		
2	Procedures for TBS operations have been drafted by the ANSP and provided to the Regulator	<del>30%</del>	NA
			-
Comment:	Not applicable.		
3	Procedures for TBS operations have been validated	<del>35%</del>	NA
			-
Comment:	Not applicable.		
4	Procedures for TBS operations have been published by the ANSP in the local/State AIP	<del>25%</del>	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)	<del>10%</del>	NA
			-
2	FDPS and AMAN system are compatible with the TBS support tool	<del>30%</del>	NA
			-
3	CWP is modified to display headwind independent time based separation	<del>30%</del>	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)	<del>10%</del>	NA
			-
2	CWP modification to integrate TBS support tool has been procured (if necessary)	<del>30%</del>	NA
			-
3	CWP modification to integrate TBS support tool has been installed	<del>35%</del>	NA
			-
4	CWP modification to integrate TBS support tool has been tested, validated and is available for operational use	<del>25%</del>	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)	<del>10%</del>	NA
			-
2	Local meteorological information providing actual glide slope wind conditions to the TBS support tool has been tested & validated	<del>65%</del>	NA
			-

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

AOP11	Initial Airport Operations Plan <u>Timescales:</u> - not applicable -	0%	Not yet planned
LQSA - Sarajevo Airport (Outside Applicability Area)			
-		-	
ASP (By:12/2021)			
BHANSA		%	Not Applicable
Not applicable to Sarajevo airport-		-	-
AOP11-ASP01	Provide the required information to the AOP		by:-
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		0%	Not yet planned
Not applicable to Sarajevo airport-		-	-
AOP11-APO01	Set up and manage the Airport Operational Plan		by:-
SARAJEVO Airport	-	0%	Not yet planned
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:-
SARAJEVO Airport	-	0%	Not yet planned
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:-
<b>SARAJEVO Airport</b>	-	<b>0%</b>	<b>Not yet planned</b>
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



<b>AOP12</b>	<b>Improve Runway and Airfield Safety with Conflicting ATC Clearances (CATC) Detection and Conformance Monitoring Alerts for Controllers (CMAC)</b> <u>Timescales:</u> - not applicable -	%	Not Applicable
<b>LQSA - Sarajevo Airport</b> <b>(Outside Applicability Area)</b>			
Not applicable.			-
<b>ASP (By:12/2020)</b>			
<b>BHANSA</b>		%	Not Applicable
-	-		-
<b>AOP12-ASP01</b>	<b>Install required 'Airport Safety Nets'</b>		by:-
<b>BHANSA</b>	-	%	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		
<b>AOP12-ASP02</b>	<b>Train aerodrome control staff on the functionality of 'Airport Safety Nets'</b>		by:-
<b>BHANSA</b>	-	%	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		
<b>SARAJEVO Airport</b>		%	Not Applicable
N/A	-		-
<b>AOP12-ASP03</b>	<b>Implement digital systems such as electronic flight strips (EFS)</b>		by:-
<b>SARAJEVO Airport</b>	-	%	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		
<b>APO (By:12/2020)</b>			

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

<b>AOP13</b>	<b>Automated Assistance to Controller for Surface Movement Planning and Routing</b> <b><u>Timescales:</u></b> - not applicable -	<b>%</b>	<b>Not Applicable</b>
<b>LQSA - Sarajevo Airport</b> <b>(Outside Applicability Area)</b>			
<b>Not applicable</b>			-
<b>REG (By:12/2023)</b>			
<b>BHDCA</b>		<b>%</b>	<b>Not Applicable</b>
Not applicable	-		-
<b>AOP13-REG01</b>	<b>Coordination and final official approval of procedures by the local regulator is required</b>		<b>by:-</b>
<b>BHDCA</b>	-	<b>%</b>	<b>Not Applicable</b>
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 -
<b>ASP (By:12/2023)</b>			
<b>BHANSA</b>		<b>%</b>	<b>Not Applicable</b>
-	-		-
<b>AOP13-ASP01</b>	<b>Upgrade ATS systems to support automated assistance to air traffic controllers for surface movement planning and routing</b>		<b>by:-</b>
<b>BHANSA</b>	-	<b>%</b>	<b>Not Applicable</b>
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 -
<b>AOP13-ASP02</b>	<b>Ensure the planning and routing function is used to optimise pre-departure sequencing</b>		<b>by:-</b>
<b>BHANSA</b>	-	<b>%</b>	<b>Not Applicable</b>
1	Activity started (e.g. Project kicked-off)	10%	N -
2	New/upgraded A-SMGCS and A-CDM system supporting interaction of DMAN and planning and routing function procured	30%	N -
3	New/upgraded A-SMGCS and A-CDM system supporting interaction of DMAN and planning and routing function installed	60%	N -
<b>AOP13-ASP03</b>	<b>Implement operational procedures implementing automated assistance to air traffic controllers for surface movement planning and routing</b>		<b>by:-</b>
<b>BHANSA</b>	-	<b>%</b>	<b>Not Applicable</b>
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 -
<b>AOP13-ASP04</b>	<b>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</b>		<b>by:-</b>

<b>BHANSA</b>	-	%	<b>Not Applicable</b>
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
			-
<b>AOP13-ASP05</b>	<b>Train all operational personnel concerned in the use of automated assistance for surface movement planning and routing</b>		<b>by:-</b>
<b>BHANSA</b>	-	%	<b>Not Applicable</b>
1	Activity started (e.g. Project kicked-off)	10%	N
			-
2	Training ongoing	40%	N
			-
3	Training completed	50%	N
			-

AOP14	Remote Tower Services <i>Applicability and timescale: Local</i>	%	Not Applicable
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 <u>Timescales:</u> 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	<b>Ground-Based Safety Nets</b> <u>Timescales:</u> 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 (Outside Applicability Area) <u>Timescales:</u> - not applicable -	%	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:-
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:-
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:-
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 TMA has 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:-
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	<b>AMAN Tools and Procedures</b> <u>Timescales:</u> - not applicable -	%	Not Applicable
<b>LQSA - Sarajevo Airport</b> <b>(Outside Applicability Area)</b>			
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.			-
<b>ASP (By:12/2019)</b>			
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 <u>Timescales:</u> Initial operational capability: 01/01/2015 Full operational capability: 31/12/2021	22%	Ongoing
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		22%	Ongoing
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 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 have been procured	30%	N 31/12/2021
Comment: Planned			
3	MTCD have been installed, tested, validated and ready for operational use	35%	N 31/12/2021
Comment: Planned			
4	MTCD are used operationally	25%	N 31/12/2021
ATC12.1-ASP02	Implement resolution support function and associated procedures		by:31/12/2021
BHANSA	-	40%	Ongoing
1	Activity started (e.g. Project kicked-off)	10%	Y 09/05/2018
Comment: Contract signed about ATM system upgrade			
2	New/upgraded ATM system supporting resolution support function in the context of MTCD procured	30%	Y 08/05/2018
Comment: Contract signed about ATM system upgrade			
3	New/upgraded ATM system supporting resolution support function in the context of MTCD are tested, validated and in operational use	35%	N 25/04/2019
4	Procedures implementing resolution support function in the context of MTCD used operationally	25%	N 25/04/2019
ATC12.1-ASP03	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 have been procured	30%	N 31/12/2021
3	TCT have been installed, tested, validated and ready for operational use	35%	N 31/12/2021
Comment:			
4	TCT related procedures are used operationally	25%	N 31/12/2021
ATC12.1-ASP04	Implement MONA functions		by:31/12/2021
BHANSA	-	40%	Ongoing

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%	Y 09/05/2018
Comment:	Contract signed about ATM system upgrade		
2	MONA tool and related functions have been procured	30%	Y 09/05/2018
Comment:	Contract signed about ATM system upgrade		
3	MONA tool and related functions have been installed, tested, validated and ready for operational use	35%	N 25/04/2019
4	MONA tool and related functions are used operationally	25%	N 25/04/2019
ATC12.1-ASP05	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 25/04/2019
2	Training ongoing	40%	N 25/04/2019
3	Training completed	50%	N 25/04/2019
ATC12.1-ASP06	Develop safety assessment for the changes		by:31/12/2021
BHANSA	-	50%	Ongoing
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%	Y 31/10/2018
Comment:	FHA sent to BHCDA in October 2018.SSA and PSSA will be sent in February 2019		
2	Safety assessment drafted	40%	Y 31/10/2018
3	Safety assessment delivered to the competent authority	50%	N 28/02/2019
Comment:	FHA sent to BHCDA in October 2018.SSA and PSSA will be sent in February 2019		

ATC15.1	Information Exchange with En-route in Support of AMAN <u>Timescales:</u> Initial operational capability: 01/01/2012 Full operational capability: 31/12/2019		0%	Not yet planned
No plan at present due to lack of needs from adjacent ATSUs.				-
ASP (By:12/2019)				
BHANSA			0%	Not yet planned
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:31/12/2019
BHANSA	-		0%	Not yet planned
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:31/12/2019
BHANSA	-		0%	Not yet planned
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:31/12/2019
BHANSA	-		0%	Not yet planned
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:31/12/2019
BHANSA	-		0%	Not yet planned
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 <u>Timescales:</u> Full operational capability: 31/12/2023	0%	Not yet planned
No plan at present due to lack of needs from adjacent ATSUs.			-
ASP (By:12/2023)			
BHANSa		0%	Not yet planned
No plan at present due to lack of needs from adjacent ATSUs.			-
ATC15.2-ASP01	Upgrade ATC systems to support extended AMAN		by:-
BHANSa	-	0%	Not yet planned
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:-
BHANSa	-	0%	Not yet planned
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:-
BHANSa	-	0%	Not yet planned
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:-
BHANSa	-	0%	Not yet planned
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:-
BHANSa	-	0%	Not yet planned
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 <u>Timescales:</u> Initial operational capability: 01/03/2012 Full operational capability: 31/12/2015	100%	Completed
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		100%	Completed
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	-	100%	Completed
1	Activity started (e.g. Project kicked-off)	10%	Y 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%	Y 31/12/2018
3	Ensure that these ACAS II equipment have received airworthiness certificate, in compliance with applicable EASA certification material	30%	Y 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%	Y 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	-	100%	Completed
1	Activity started (e.g. Project kicked-off)	10%	Y 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%	Y 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	-	100%	Completed
1	Activity started (e.g. Project kicked-off)	10%	Y 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%	Y 31/12/2018
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 <u>Timescales:</u> 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
2	Safety assessment drafted	30%	Y 13/11/2014
3	Safety assessment delivered to the competent authority	60%	Y 13/11/2014
Comment:			
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
2	ATC System to support OLDI Basic Procedures (specifically PAC and COD) has been procured	30%	Y 13/11/2014
3	ATC System to support OLDI Basic Procedures (specifically PAC and COD) has been installed	35%	Y 13/11/2014
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
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
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
4	ATC System to support electronic dialogue procedure in Transfer of communication process (ROF, COF, TIM, HOP, MAS and SDM) is used operationally	25%	Y 13/11/2014
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
2		30%	Y

	ATC System to support electronic dialogue procedure in coordination process (RAP, RRV, CDN, ACP, RJC and SBY) have been procured		13/11/2014
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
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
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
2	Training ongoing	40%	Y 13/11/2014
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 <i>Applicability and timescale: Local</i>	%	Planned
Implementation planned with ATM System Upgrade - 25.04.2019.			25/04/2019

COM10	Migrate from AFTN to AMHS <u>Timescales:</u> Initial operational capability: 01/12/2011 Full operational capability: 31/12/2018		62%	Late
Will be completed by the end of 2018.				31/12/2019
ASP (By:12/2018)				
BHANSA			62%	Late
Will be completed in end of 2019			New AMHS	31/12/2019
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%	Not yet planned
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%	Late
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
			31/12/2019
Comment:	Participation planned as of end 2019.		

COM11	Voice over Internet Protocol (VoIP) <u>Timescales:</u> 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 BHANSAs plans to partly implement VoIP ground-ground communication by the end of 2020.				31/12/2020
ASP (By:12/2020)				
BHANSAs			0%	Planned
New VCS system being commissioned may support future implementation of VoIP technology BHANSAs 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
BHANSAs	-		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
BHANSAs	-		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
BHANSAs	-		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	



Comment:	planned
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COM12	New Pan-European Network Service (NewPENS) <u>Timescales:</u> Initial operational capability: 01/01/2018 Full operational capability (33 ANSPs): 31/12/2020		0%	Not yet planned
BHANSAs has no plan for implementation at the moment.			-	
ASP (By:12/2024)				
BHANSAs			0%	Not yet planned
BHANSAs has no plan for implementation at the moment.			-	
COM12-ASP01	Provide NewPENS connectivity infrastructure			by:31/12/2020
BHANSAs	-		0%	Not yet planned
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
BHANSAs	-		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%	Not yet planned
-			-	
COM12-APO01	Migrate to NewPENS, if deemed beneficial			by:31/12/2024
SARAJEVO Airport	-		0%	Not yet planned
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) <u>Timescales:</u> Initial operational capability: 01/07/2007 Full operational capability: 31/12/2023		2%	Ongoing
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.				31/12/2023
ASP (By:12/2023)				
BHANSА			3%	Ongoing
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.			-	31/12/2023
ENV01-ASP01	Implement rules and procedures for the application of CDO techniques			by:31/12/2023
BHANSА	-		10%	Ongoing
1	Activity started (e.g. Project kicked-off)		10%	Y 31/12/2023
Comment: Kick off meeting held 19/092018 between Eurocontrol and BHANSА				
2	CDO Rules & Procedures have been drafted		30%	N -
3	CDO Rules & Procedures have been tested & validated		35%	N -
4	CDO Rules & Procedures have been published in the local/State AIP		25%	N -
ENV01-ASP02	Design and implement CDO procedures enabled by PBN			by:31/12/2023
BHANSА	-		0%	Not yet planned
1	Activity started (e.g. Project kicked-off)		10%	N -
2	CDO Procedures enabled by PBN developed		30%	N -
3	CDO Procedures enabled by PBN tested & validated		35%	N -
4	CDO Procedures enabled by PBN published in AIP		25%	N -
ENV01-ASP03	Train controllers in the application of CDO techniques whenever practicable			by:31/12/2023
BHANSА	-		0%	Not yet planned
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				
ENV01-ASP04	Monitor and measure the execution of CDO			by:31/12/2023
BHANSА	-		0%	Not yet planned
1	Activity started (e.g. Project kicked-off)		10%	N -
2	Procedures for monitoring and measurement of CDO execution drafted		30%	N -
3	Procedures for monitoring and measurement of CDO execution tested & validated		35%	N -
4			25%	N

	Procedures for monitoring and measurement of CDO execution in operational use		-
<b>APO (By:12/2023)</b>			
<b>SARAJEVO Airport</b>		<b>0%</b>	<b>Not yet planned</b>
-	-		-
<b>ENV01-APO01</b>	<b>Monitor and measure the execution of CDO</b>		<b>by:31/12/2023</b>
<b>SARAJEVO Airport</b>	-	<b>0%</b>	<b>Not yet planned</b>
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 <i>Applicability and timescale: Local</i>	%	Not yet planned
LQSA - Sarajevo Airport			
Workshop completed in April 2019.			-

ENV03	Continuous Climb Operations (CCO) <i><u>Applicability and timescale: Local</u></i>	%	Not yet planned
LQSA - Sarajevo Airport			
Workshop completed in April 2019.			-

FCM01	Implement enhanced tactical flow management services <u>Timescales:</u> Initial operational capability: 01/08/2001 Full operational capability: 31/12/2006		77%	Late
Planned by end 2018, system is under test phase				31/12/2021
ASP (By:07/2014)				
BHANSA			77%	Late
Planned by end 2018, following system validation			-	31/12/2021
FCM01-ASP01	Supply ETFMS with Basic Correlated Position Data			by:31/12/2004
BHANSA	BH ACC		100%	Completed
Comment: System is connected and is under test phase				
1	Activity started (e.g. Project kicked-off)	10%	Y	31/12/2018
2	System/upgrade procured	30%	Y	31/12/2018
3	ATC system is capable of automatically supplying ETFMS with Basic Correlated Position Data	35%	Y	31/12/2018
4	Reception by NM of Basic Correlated Position Data has been ensured	25%	Y	31/12/2018
FCM01-ASP02	Supply ETFMS with Standard Correlated Position Data			by:31/12/2006
BHANSA	BH ACC		100%	Completed
Comment: System is connected and is under test phase				
1	Activity started (e.g. Project kicked-off)	10%	Y	31/12/2018
2	System/upgrade procured	30%	Y	31/12/2018
3	ATC system is capable of automatically supplying ETFMS with Standard Correlated Position Data	35%	Y	31/12/2018
4	Reception by NM of Standard Correlated Position Data has been ensured	25%	Y	31/12/2018
FCM01-ASP03	Receive and process ATFM data from the NM			by:31/12/2001
BHANSA	BH ACC		100%	Completed
Comment: System is connected and is under test phase				
1	Activity started (e.g. Project kicked-off)	10%	Y	31/12/2018
2	System/upgrade procured	30%	Y	31/12/2018
3	ATC system is capable of receiving and processing ATFM data from the NM	35%	Y	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%	Y	31/12/2018
FCM01-ASP04	Inform NM of flight activations and estimates for ATFM purposes			by:31/12/1999
BHANSA	BH ACC		100%	Completed
Comment: Planned by end 2018, following system validation				
1	Activity started (e.g. Project kicked-off)	10%	Y	31/12/2018
2	System/upgrade procured	30%	Y	31/12/2018
3	ATC system is capable of automatically informing NM of flight activations and estimates for ATFM purposes	35%	Y	31/12/2018
Comment: Planned by end 2018, following system validation				
4	Reception by NM of FSA messages for flight activations and estimates for ATFM purposes has been ensured	25%	Y	31/12/2018

FCM01-ASP06	Inform NM of re-routings inside FDPA for ATFM purposes		by:31/12/2006
BHANSA	BH ACC	100%	Completed
Comment: Planned by end 2018, following system validation			
1	Activity started (e.g. Project kicked-off)	10%	Y 31/12/2018
2	System/upgrade procured	30%	Y 31/12/2018
3	ATC system is capable of automatically informing NM of re-routings inside FDPA for ATFM purposes	35%	Y 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%	Y 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 31/12/2021
2	System/upgrade procured	30%	Y 31/12/2021
3	ATC system is capable of automatically informing NM of aircraft holding for ATFM purposes	35%	N 31/12/2021
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 31/12/2021
FCM01-ASP08	Supply NM with Departure Planning Information (DPI)		by:04/07/2014
BHANSA	BH ACC	0%	Late
1	Activity started (e.g. Project kicked-off)	10%	N 31/12/2021
2	System/upgrade procured	30%	N 31/12/2021
3	ATC system capable of supplying NM with Departure Planning Information (DPI)	35%	N 31/12/2021
4	Reception by NM of Departure Planning Information (DPI) has been ensured	25%	N 31/12/2021



FCM03	<b>Collaborative Flight Planning</b> <u>Timescales:</u> 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

<b>BHANSA</b>	<b>BH ACC</b>	<b>100%</b>	<b>Completed</b>
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		
<b>FCM03-ASP09</b>	<b>Automatically provide AFP message for a change of requested cruising level</b>		<b>by:31/12/2017</b>
<b>BHANSA</b>	<b>BH ACC</b>	<b>100%</b>	<b>Completed</b>
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		
<b>FCM03-ASP13</b>	<b>Automatically provide AFP message for change of aircraft type</b>		<b>by:31/12/2017</b>
<b>BHANSA</b>	<b>BH ACC</b>	<b>100%</b>	<b>Completed</b>
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		
<b>FCM03-ASP14</b>	<b>Automatically provide AFP message for change of aircraft equipment</b>		<b>by:31/12/2017</b>
<b>BHANSA</b>	<b>BH ACC</b>	<b>100%</b>	<b>Completed</b>
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 <u>Timescales:</u> Initial operational capability: 01/09/2013 Full operational capability: 31/10/2017		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:31/10/2017
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:31/10/2017
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:31/10/2017
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:31/10/2017
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

Comment:	
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FCM04.2	Short Term ATFCM Measures (STAM) - Phase 2 <u>Timescales:</u> Full operational capability: 31/12/2021		53%	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.				31/12/2021
ASP (By:12/2021)				
BHANSA			53%	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:-
BHANSA	-		75%	Ongoing
1	Activity started (e.g. Project kicked-off)		10%	Y 31/12/2021
2	Upgrade the local STAM systems has been procured		30%	Y 31/12/2021
Comment:	Activity completed			
3	Upgrade the local STAM systems has been installed		35%	Y 31/12/2021
Comment:	completed			
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:-
BHANSA	-		75%	Ongoing
1	Activity started (e.g. Project kicked-off)		10%	Y 31/12/2021
Comment:	started 07/02/2017			
2	STAM phase 2 procedures agreed, tested & validated		65%	Y 31/12/2021
3	STAM phase 2 procedures are in operational use		25%	N 31/12/2021
FCM04.2-ASP03	Train the personnel			by:-
BHANSA	-		10%	Ongoing
1	Activity started (e.g. Project kicked-off)		10%	Y 31/12/2021
Comment:	started			
2	Training ongoing		40%	N 31/12/2021
3	Training completed		50%	N 31/12/2021

FCM05	Interactive Rolling NOP <u>Timescales:</u> 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.				31/12/2021
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.				
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%	Not yet planned
-			-	-
FCM05-APO01	Provide the required data to the Network Manager for DDR			by:31/12/2017
SARAJEVO Airport	-		0%	Not yet planned
1	Activity started (e.g. Project kicked-off)		10%	N 31/12/2021

	2	Airport slot information provided to DDR	90%	N
				31/12/2021
FCM05-APO01		Provide the required data to the Network Manager for DDR		by:31/12/2017
SARAJEVO Airport		-	0%	Not yet planned
	1	Activity started (e.g. Project kicked-off)	10%	N
				-
	2	Airport slot information provided to DDR	90%	N
				-
FCM05-APO02		Perform the integration of the AOP with the NOP		by:31/12/2021
SARAJEVO Airport		-	0%	Not yet planned
	1	Activity started (e.g. Project kicked-off)	10%	N
				31/12/2021
	2	System allowing the exchange of information between the AOP and the NOP procured	30%	N
				31/12/2021
	3	System allowing the exchange of information between the AOP and the NOP tested & validated	35%	N
				31/12/2021
	4	System allowing the exchange of information between the AOP and the NOP deployed & available for operational use	25%	N
				31/12/2021



FCM06	Traffic Complexity Assessment <u>Timescales:</u> Full operational capability: 31/12/2021		0%	Not yet planned
No plan at present.				-
ASP (By:12/2021)				
BHANSA			0%	Not yet planned
No plan at present.			FAB CE-wide Study of Dynamic Airspace Management (DAM) and STAM	-
FCM06-ASP01	Implement Local Traffic Load Management tool			by:-
BHANSA	-		0%	Not yet planned
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:-
BHANSA	-		0%	Not yet planned
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:-
BHANSA	-		0%	Not yet planned
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 <u>Timescales:</u> Initial operational capability: 01/01/2016 Full operational capability: 31/12/2021		0%	Not yet planned
No plan at present.			-	
ASP (By:12/2021)				
BHANSA			0%	Not yet planned
No Plan		-	-	
FCM08-ASP01	Upgrade the ground systems and develop the associated procedures.			by:31/12/2021
BHANSA	-		0%	Not yet planned
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%	Not yet planned
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			

INF07	<b>Electronic Terrain and Obstacle Data (eTOD)</b> <u>Timescales:</u> Initial operational capability: 01/11/2014 Full operational capability: 31/05/2018	1%	Late
<b>Directorate of Civil Aviation of Bosnia and Herzegovina (BHDCA) plans to implement and establish National TOD policy during 2018.</b>			31/12/2023
REG (By:05/2018)			
BHDCA		0%	Late
Directorate of Civil Aviation of Bosnia and Herzegovina (BHDCA) plans to establish and implement National TOD policy during 2019 Draft of the National TOD Policy has been made in 2018.		-	31/12/2023
INF07-REG01	Establish National TOD policy		by:30/11/2015
BHDCA	-	0%	Late
1	Activity started (e.g. Project kicked-off)	10%	N 31/12/2023
Comment:	Draft of the National TOD Policy has been made in 2018.		
2	National TOD policy and implementation programme coordinated with stakeholders and drafted	30%	N 31/12/2023
Comment:	Draft of the National TOD Policy has been made in 2018.		
3	National TOD policy and implementation programme approved and established	60%	N 31/12/2023
Comment:	Draft of the National TOD Policy has been made in 2018.		
INF07-REG02	Establish TOD regulatory framework		by:31/12/2017
BHDCA	-	0%	Late
1	Activity started (e.g. Project kicked-off)	10%	N 31/12/2023
Comment:	in progress.		
2	Development and updating of national rules and regulations affecting eTOD drafted, including the identification of aerodromes (area 2,3 and 4) where TOD should be provided	30%	N 31/12/2023
Comment:	BHDCA is developed 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 31/12/2023
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 31/12/2023
Comment:	Activity not yet started.		
2	Draft the plans and procedures to oversight the TOD implementation, in accordance with TOD Policy and framework	30%	N 31/12/2023
Comment:	Will be drafted after the establishing oversight of TOD.		
3	Plans and procedures agreed and approved, ready to initiate oversight	60%	N 31/12/2023
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%	Late
1	Activity started (e.g. Project kicked-off)	10%	N 31/12/2023
Comment:	Activity not yet started.		
2	Initiation of the oversight in accordance with international TOD requirements and the regulatory framework	30%	N 31/12/2023
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 31/12/2023
Comment:	In this moment there is no reports and results coming up from the verification and compliance.		
ASP (By:05/2018)			
BHANSA		5%	Late
planned	-		31/12/2023
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	-	10%	Late
1	Activity started (e.g. Project kicked-off)	10%	Y 31/12/2023
Comment:	29/06/2018 held kick off meeting between EUROCONTROL and BHANSA.		
2	Plan/roadmap coordinated and drafted	30%	N 31/12/2023
Comment:	Draft of the National TOD Policy has been made in 2018.		
3	Plan/roadmap approved	60%	N 31/12/2023
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%	Late
1	Activity started (e.g. Project kicked-off)	10%	N 31/12/2023
2	Identify the requirements and adjustments required to ensure the collection, management and provision of TOD	30%	N 31/12/2023
3	Requirements and adjustments implemented in accordance with national TOD and regulatory framework	60%	N 31/12/2023
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%	Late
Sarajevo Airport did not provided information regarding this objective		-	31/12/2023
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%	Late
1	Activity started (e.g. Project kicked-off)	10%	N 31/12/2023
2	Plan/roadmap coordinated and drafted	30%	N 31/12/2023
3	Plan/roadmap approved	60%	N 31/12/2023

INF07-APO02	Implement the collection, management and provision of TOD in accordance with the national TOD policy and regulatory framework		by:31/05/2018
<b>SARAJEVO Airport</b>	-	<b>0%</b>	<b>Late</b>
1	Activity started (e.g. Project kicked-off)	10%	N 31/12/2023
2	Identify the requirements and adjustments required to ensure the collection, management and provision of TOD	30%	N 31/12/2023
3	Requirements and adjustments implemented in accordance with national TOD and regulatory framework	60%	N 31/12/2023
Comment:			

INF08.1	Information Exchanges using the SWIM Yellow TI Profile <u>Timescales:</u> Full operational capability: 31/12/2024	0%	Not yet planned
Not yet planned.			-
ASP (By:12/2024)			
BHANSa		0%	Not yet planned
Not yet planned.			-
INF08.1-ASP01	Implement Aeronautical information exchanges		by:-
BHANSa	-	0%	Not yet planned
1	Activity started (e.g. Project kicked-off)	10%	N
			-
2	New/upgraded local common infrastructure components i.e. the Registry and PKI, supporting SWIM Yellow Profile exchange services procured	30%	N
			-
3	New/upgraded local common infrastructure components i.e. the Registry and PKI, supporting SWIM Yellow Profile exchange services installed	35%	N
			-
4	Aeronautical information exchanges in conformance with the EUROCONTROL SWIM specifications are tested, validated and in operational use	25%	N
			-
INF08.1-ASP02	Implement Meteorological Information exchanges		by:-
BHANSa	-	0%	Not yet planned
1	Activity started (e.g. Project kicked-off)	10%	N
			-
2	New/upgraded local common infrastructure components i.e. the Registry and PKI, supporting SWIM Yellow Profile exchange services procured	30%	N
			-
3	New/upgraded local common infrastructure components i.e. the Registry and PKI, supporting SWIM Yellow Profile exchange services installed	35%	N
			-
4	Meteorological information exchanges in conformance with the EUROCONTROL SWIM specifications are tested, validated and in operational use	25%	N
			-
INF08.1-ASP03	Implement Cooperative Network information exchanges		by:-
BHANSa	-	0%	Not yet planned
1	Activity started (e.g. Project kicked-off)	10%	N
			-
2	New/upgraded local common infrastructure components i.e. the Registry and PKI, supporting SWIM Yellow Profile exchange services procured	30%	N
			-
3	New/upgraded local common infrastructure components i.e. the Registry and PKI, supporting SWIM Yellow Profile exchange services installed	35%	N
			-
4	Cooperative information exchanges in conformance with the EUROCONTROL SWIM specifications are tested, validated and in operational use	25%	N
			-
INF08.1-ASP04	Implement Flight Information exchanges		by:-
BHANSa	-	0%	Not yet planned
1	Activity started (e.g. Project kicked-off)	10%	N
			-
2	New/upgraded local common infrastructure components i.e. the Registry and PKI, supporting SWIM Yellow Profile exchange services procured	30%	N
			-
3	New/upgraded local common infrastructure components i.e. the Registry and PKI, supporting SWIM Yellow Profile exchange services installed	35%	N
			-
4	Flight information exchanges in conformance with the EUROCONTROL SWIM specifications are tested, validated and in operational use	25%	N
			-
MIL (By:12/2024)			
Mil. Authority		0%	Not yet planned
Not yet planned.			-
INF08.1-MIL01	Implement Aeronautical information exchanges		by:-

<b>Mil. Authority</b>	-	<b>0%</b>	<b>Not yet planned</b>
1	Activity started (e.g. Project kicked-off)	10%	N
			-
2	New/upgraded local common infrastructure components i.e. the Registry and PKI, supporting SWIM Yellow Profile exchange services procured	30%	N
			-
3	New/upgraded local common infrastructure components i.e. the Registry and PKI, supporting SWIM Yellow Profile exchange services installed	35%	N
			-
4	Aeronautical information exchanges in conformance with the EUROCONTROL SWIM specifications are tested, validated and in operational use	25%	N
			-
<b>INF08.1-MIL02</b>	<b>Implement Meteorological Information exchanges</b>		by:-
<b>Mil. Authority</b>	-	<b>0%</b>	<b>Not yet planned</b>
1	Activity started (e.g. Project kicked-off)	10%	N
			-
2	New/upgraded local common infrastructure components i.e. the Registry and PKI, supporting SWIM Yellow Profile exchange services procured	30%	N
			-
3	New/upgraded local common infrastructure components i.e. the Registry and PKI, supporting SWIM Yellow Profile exchange services installed	35%	N
			-
4	Meteorological information exchanges in conformance with the EUROCONTROL SWIM specifications are tested, validated and in operational use	25%	N
			-
<b>INF08.1-MIL03</b>	<b>Implement Cooperative Network information exchanges</b>		by:-
<b>Mil. Authority</b>	-	<b>0%</b>	<b>Not yet planned</b>
1	Activity started (e.g. Project kicked-off)	10%	N
			-
2	New/upgraded local common infrastructure components i.e. the Registry and PKI, supporting SWIM Yellow Profile exchange services procured	30%	N
			-
3	New/upgraded local common infrastructure components i.e. the Registry and PKI, supporting SWIM Yellow Profile exchange services installed	35%	N
			-
4	Cooperative information exchanges in conformance with the EUROCONTROL SWIM specifications are tested, validated and in operational use	25%	N
			-
<b>INF08.1-MIL04</b>	<b>Implement Flight Information exchanges</b>		by:-
<b>Mil. Authority</b>	-	<b>0%</b>	<b>Not yet planned</b>
1	Activity started (e.g. Project kicked-off)	10%	N
			-
2	New/upgraded local common infrastructure components i.e. the Registry and PKI, supporting SWIM Yellow Profile exchange services procured	30%	N
			-
3	New/upgraded local common infrastructure components i.e. the Registry and PKI, supporting SWIM Yellow Profile exchange services installed	35%	N
			-
4	Flight information exchanges in conformance with the EUROCONTROL SWIM specifications are tested, validated and in operational use	25%	N
			-
<b>APO (By:12/2024)</b>			
<b>SARAJEVO Airport</b>		<b>0%</b>	<b>Not yet planned</b>
-	-		-
<b>INF08.1-APO01</b>	<b>Implement Aeronautical information exchanges</b>		by:-
<b>SARAJEVO Airport</b>	-	<b>0%</b>	<b>Not yet planned</b>
1	Activity started (e.g. Project kicked-off)	10%	N
			-
2	New/upgraded local common infrastructure components i.e. the Registry and PKI, supporting SWIM Yellow Profile exchange services procured	30%	N
			-
3	New/upgraded local common infrastructure components i.e. the Registry and PKI, supporting SWIM Yellow Profile exchange services installed	35%	N
			-

	4	Aeronautical information exchanges in conformance with the EUROCONTROL SWIM specifications are tested, validated and in operational use	25%	N
				-
INF08.1-APO02		Implement Meteorological Information exchanges		by:-
SARAJEVO Airport		-	0%	Not yet planned
	1	Activity started (e.g. Project kicked-off)	10%	N
				-
	2	New/upgraded local common infrastructure components i.e. the Registry and PKI, supporting SWIM Yellow Profile exchange services procured	30%	N
				-
	3	New/upgraded local common infrastructure components i.e. the Registry and PKI, supporting SWIM Yellow Profile exchange services installed	35%	N
				-
	4	Meteorological information exchanges in conformance with the EUROCONTROL SWIM specifications are tested, validated and in operational use	25%	N
				-
INF08.1-APO03		Implement Cooperative Network information exchanges		by:-
SARAJEVO Airport		-	0%	Not yet planned
	1	Activity started (e.g. Project kicked-off)	10%	N
				-
	2	New/upgraded local common infrastructure components i.e. the Registry and PKI, supporting SWIM Yellow Profile exchange services procured	30%	N
				-
	3	New/upgraded local common infrastructure components i.e. the Registry and PKI, supporting SWIM Yellow Profile exchange services installed	35%	N
				-
	4	Cooperative information exchanges in conformance with the EUROCONTROL SWIM specifications are tested, validated and in operational use	25%	N
				-
INF08.1-APO04		Implement Flight Information exchanges		by:-
SARAJEVO Airport		-	0%	Not yet planned
	1	Activity started (e.g. Project kicked-off)	10%	N
				-
	2	New/upgraded local common infrastructure components i.e. the Registry and PKI, supporting SWIM Yellow Profile exchange services procured	30%	N
				-
	3	New/upgraded local common infrastructure components i.e. the Registry and PKI, supporting SWIM Yellow Profile exchange services installed	35%	N
				-
	4	Flight information exchanges in conformance with the EUROCONTROL SWIM specifications are tested, validated and in operational use	25%	N
				-



ITY-ACID	<b>Aircraft Identification</b> <u>Timescales:</u> Entry into force of the Regulation: 13/12/2011 System capability: 02/01/2020	27%	Ongoing
Line of action will be in accordance with the time frame (till 2020).			02/01/2020
ASP (By:01/2020)			
BHANSa		27%	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	-	40%	Ongoing
1	Activity started (e.g. Project kicked-off)	10%	Y 02/01/2020
Comment: System will be available from 25.04.2019.			
2	System procured (this milestones includes procurement of a new system or the upgrade of the existing one)	30%	Y 02/01/2020
Comment: Line of action will be in accordance with the time frame (till 2020). Agreement between INDRA and BHANSa concluded in May 2018. (09.05.2018.)			
3	System installed	35%	N 02/01/2020
Comment: Line of action will be in accordance with the time frame (till 2020).  System will be available from 25.04.2019.			
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:	<p>The training plans have been updated and a training package has been developed (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.</p> <p>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</p>		
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	-	40%	Ongoing
1	Activity started (e.g. Project kicked-off)	10%	Y
			02/01/2020
Comment:	<p>Line of action will be in accordance with the time frame (till 2020).             FHA delivered to BHDCA in October 2018.</p>		
2	Safety Assessment drafted	30%	Y
			02/01/2020
Comment:	<p>Line of action will be in accordance with the time frame (till 2020).            FHA delivered to BHDCA in October 2018.</p> <p>PSSA and SSA will be delivered to BHDCA in February 2019.</p>		
3	Safety Assessment delivered to the competent authority	60%	N
			02/01/2020
Comment:	<p>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).</p> <p>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).</p> <p>FHA delivered to BHDCA in October 2018.</p> <p>PSSA and SSA will be delivered to BHDCA in February 2019.</p>		

ITY-ADQ	Ensure Quality of Aeronautical Data and Aeronautical Information <u>Timescales:</u> 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.			31/12/2021
	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.		-	31/12/2021	
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 31/12/2021	
Comment:	Activity not started yet.			
2	Verification that data quality and process requirements were met	30%	N 31/12/2021	
Comment:	In this moment there is no verification that data quality and process requirements are met.			
3	Supervision of safety assessment conducted	35%	N 31/12/2021	
Comment:	No activity on this issue.			
4	Notification that changes were accepted	25%	N 31/12/2021	
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 31/12/2021	
Comment:	In this moment no activity started.			
2	Formal arrangements have been received	65%	N 31/12/2021	
Comment:	There is no formal arrangements.			
3	Formal arrangements have been verified and accepted	25%	N 31/12/2021	
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 31/12/2021	
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 31/12/2021
Comment:	There is no activity on this issue.		
3	An according statement of compliance has been received	25%	N 31/12/2021
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.		-	31/12/2021
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 31/12/2021
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 31/12/2021
3	Conduct a safety assessment, provide a safety assessment report to the NSA and if applicable provide safety arguments to the NSA	35%	N 31/12/2021
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 31/12/2021
Comment:			
ITY-ADQ-ASP02	Establish formal arrangements		by:30/06/2013
BHANSA	-	0%	Late
1	Activity started (e.g. Project kicked-off)	10%	N 31/12/2021
2	Establish formal arrangements with other relevant parties	40%	N 31/12/2021
3	Formal arrangements signed by all relevant parties have been established	50%	N 31/12/2021
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 31/12/2021
2	Consistency mechanisms and timeliness requirements drafted	30%	N 31/12/2021
3	Consistency mechanisms and timeliness requirements established and documented	60%	N 31/12/2021
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 31/12/2021
	2	Develop and maintain awareness material and implement training and competence requirements	40%	N 31/12/2021
	3	Develop and maintain operating manuals and request security clearances	50%	N 31/12/2021
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 31/12/2021
	2	A quality management system meeting the safety and security management objectives has been implemented, documented and is maintained	30%	N 31/12/2021
	3	An EN ISO 9001 certificate has been obtained	35%	N 31/12/2021
	4	Documentation related to certification has been provided to the NSA. Access authorisations have been provided	25%	N 31/12/2021
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 31/12/2021
	2	The common dataset and digital exchange format requirements have been implemented	30%	N 31/12/2021
	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 31/12/2021
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 31/12/2021
	2	All electronic data was updated and is compliant to all requirements	65%	N 31/12/2021
	3	A statement of compliance has been provided to the NSA	25%	N 31/12/2021
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%	Late
-	-		31/12/2021
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 31/12/2021
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 31/12/2021
3	Conduct a safety assessment, provide a safety assessment report to the NSA and if applicable provide safety arguments to the NSA	35%	N 31/12/2021
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 31/12/2021
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 31/12/2021
2	Develop and maintain awareness material and implement training and competence requirements	40%	N 31/12/2021
3	Develop and maintain operating manuals and request security clearances	50%	N 31/12/2021
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 31/12/2021
2	A quality management system meeting the safety and security management objectives has been implemented, documented and is maintained	30%	N 31/12/2021
3	An EN ISO 9001 certificate has been obtained	35%	N 31/12/2021
4	Documentation related to certification has been provided to the NSA. Access authorisations have been provided	25%	N 31/12/2021
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 31/12/2021
Comment:			
2	The common dataset and digital exchange format requirements have been implemented	30%	N 31/12/2021
3	Safety assessment done and report, including safety arguments provided to the NSA	35%	N 31/12/2021
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 31/12/2021
ITY-ADQ-APO05	Implement all data quality requirements		by:30/06/2017

<b>SARAJEVO Airport</b>	-	<b>0%</b>	<b>Late</b>
1	Activity started (e.g. Project kicked-off)	10%	N 31/12/2021
2	All electronic data was updated and is compliant to all requirements	65%	N 31/12/2021
3	A statement of compliance has been provided to the NSA	25%	N 31/12/2021

<b>ITY-AGDL</b>	<b>Initial ATC Air-Ground Data Link Services</b> <u>Timescales:</u> ATS unit operational capability: 05/02/2018 Aircraft capability: 05/02/2020	<b>0%</b>	<b>Not yet planned</b>
<b>No plan at the moment.</b>			-
<b>REG (By:02/2018)</b>			
<b>BHDCA</b>		<b>0%</b>	<b>Not yet planned</b>
No plan at the moment.		-	-
<b>ITY-AGDL-REG03</b>	<b>Ensure the publication of relevant information in the national aeronautical information publication</b>		by:-
<b>BHDCA</b>	-	<b>0%</b>	<b>Not yet planned</b>
1	Activity started (e.g. Project kicked-off)	10%	N
			-
2	National aeronautical information publications have been updated appropriately	90%	N
			-
<b>ITY-AGDL-REG04</b>	<b>Ensure ATN/VDL-2 availability, security policy and address management procedures</b>		by:-
<b>BHDCA</b>	-	<b>0%</b>	<b>Not yet planned</b>
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: -			
<b>ITY-AGDL-REG06</b>	<b>Notify potential exemption cases to the European Commission</b>		by:-
<b>BHDCA</b>	-	<b>0%</b>	<b>Not yet planned</b>
1	SLoA closed/completed in 2015 cycle	100%	N
			-
Comment: Notify potential exemption cases to the European Commission.			
<b>ASP (By:02/2018)</b>			
<b>BHANSA</b>		<b>0%</b>	<b>Not yet planned</b>
No plan at the moment		-	-
<b>ITY-AGDL-ASP01</b>	<b>Ensure the conformity of communications, flight data and initial flight plan processing systems and associated procedures</b>		by:-
<b>BHANSA</b>	<b>BH ACC</b>	<b>0%</b>	<b>Not yet planned</b>
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
			-
<b>ITY-AGDL-ASP02</b>	<b>Organise personnel awareness and training</b>		by:-
<b>BHANSA</b>	<b>BH ACC</b>	<b>0%</b>	<b>Not yet planned</b>
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:-
BHANSA	BH ACC		0%	Not yet planned
	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:-
BHANSA	BH ACC		0%	Not yet planned
	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:-
BHANSA	BH ACC		0%	Not yet planned
	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:-
BHANSA	BH ACC		0%	Not yet planned
	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 not provide ATC service to civil flights			-	-
ITY-AGDL-MIL01	Equip transport-type State aircraft			by:-
Mil. Authority	-		%	Not yet planned
	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 <u>Timescales:</u> 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.			31/12/2023
	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	-	0%	Late	
1	25% target for frequency conversions as per Articles 6(5) to 6(7) of the Regulation notified to the Commission.	10%	N 31/12/2021	
2	25% target for frequency conversions achieved.	45%	N 31/12/2021	
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%	N 31/12/2021	
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		90%	N	

	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		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
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	-	0%	Late
1	Activity started (e.g. Project kicked-off)	10%	N 31/12/2021
2	25% target for frequency conversions has been achieved	90%	N 31/12/2021
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.		
<b>MIL (By:12/2020)</b>			
<b>Mil. Authority</b>		<b>%</b>	<b>Not Applicable</b>
n/a		New Military Radio stations	-
ITY-AGVCS2-MIL01	Equip State aircraft with radio equipment with 8,33 kHz channel spacing capability		by:31/12/2020
Mil. Authority	-	0%	Late
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%	N 31/12/2023
2	% of concerned State aircraft equipped	90%	N 31/12/2023
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	-	0%	Not yet planned
1	Activity started (e.g. Project kicked-off)	10%	N -
2	Training ongoing	40%	N -
3	Training completed	50%	N -

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%	Not yet planned
-		-	-
ITY-AGVCS2-APO01	Convert all 25 kHz frequencies to 8,33 kHz		by:31/12/2018
SARAJEVO Airport	-	0%	Not yet planned
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%	Not yet planned
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%	Not yet planned
1	Activity started (e.g. Project kicked-off)	10%	N
			-
2	Training ongoing	40%	N
			-
3	Training completed	50%	N
			-

ITY-COTR	Implementation of ground-ground automated co-ordination processes <u>Timescales:</u> 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			
	ASP (By:12/2012)			
	BHANSA			
	OLDI function is implemented in the ATC system, supporting ground-ground coordination and transfer processes			
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
BHANSAs	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
BHANSAs	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
BHANSAs	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
BHANSAs	-	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
BHANSAs	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
<b>MIL (By:12/2012)</b>			
<b>Mil. Authority</b>		<b>%</b>	<b>Not Applicable</b>
Military do no provide ATC service to civil flights		-	-
<b>ITY-COTR-MIL01</b>	<b>Implement Basic Flight Data process</b>		<b>by:31/12/2012</b>
<b>Mil. Authority</b>		<b>%</b>	<b>Not Applicable</b>
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
			-
<b>ITY-COTR-MIL02</b>	<b>Implement Change to Basic Flight Data process</b>		<b>by:31/12/2012</b>
<b>Mil. Authority</b>		<b>%</b>	<b>Not Applicable</b>
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)		75%	Late
	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				
FMTP was implemented in November2014.				31/12/2023
ASP (By:12/2014)				
BHANSA			100%	Completed
FMTP was implemented in November2014.			-	31/12/2014
ITY-FMTP-ASP01	Upgrade and put into service communication systems to support information exchange via FMTP between FDPS(s) for the purpose of notification, coordination and transfer of the flights between ATC units			by:31/12/2014
BHANSA	-		100%	Completed
1	Activity started (e.g. Project kicked-off)		10%	Y 31/12/2014
2	Upgraded communications system/function procured		30%	Y 31/12/2014
3	Communications system/function installed		35%	Y 31/12/2014
4	Upgraded communication systems/functions tested, validated and in operational use		25%	Y 31/12/2014
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 31/12/2014
2	Draft Safety Assessment produced		30%	Y 31/12/2014
3	Safety Assessment, including safety arguments for the changes, submitted to the NSA		60%	Y 31/12/2014
ITY-FMTP-ASP03	Train technical staff			by:31/12/2014
BHANSA	-		100%	Completed
1	Activity started (e.g. Project kicked-off)		10%	Y 31/12/2014
2	Training ongoing		40%	Y 31/12/2014
3	Training completed		50%	Y 31/12/2014
MIL (By:12/2014)				
Mil. Authority			0%	Not yet planned
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	-		0%	Late
1	Activity started (e.g. Project kicked-off)		10%	N 31/12/2023
2	Upgraded communications system/function procured		30%	N 31/12/2023
3	Communications system/function installed		35%	N

			31/12/2023
4	Upgraded communication systems/functions tested, validated and in operational use	25%	N
			31/12/2023
Comment:	Military do not provide ATC service to civil flights		

ITY-SPI	Surveillance Performance and Interoperability <u>Timescales:</u> 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		20%	Late
	The objective is planned to be completed by end of 2020.			07/06/2020
	REG (By:02/2015)			
	BHDCA		40%	Late
	The objective is planned to be completed by end of 2020.		-	07/06/2020
	ITY-SPI-REG01	Conduct safety oversight for the existing surveillance chain		
BHDCA	-		40%	Late
1	Activity started (e.g. Project kicked-off)	10%	Y	07/06/2020
2	Safety assessment has been received from the ANSP	30%	Y	07/06/2020
Comment:		FHA received in October 2018.		
3	Safety assessment has been reviewed and results communicated to the ANSP	60%	N	07/06/2020
ASP (By:02/2015)				
BHANSA		15%	Late	
The objective is planned to be completed by end of 2020.		New ARTAS system / Upgrade DPS	07/06/2020	
ITY-SPI-ASP01	Ensure interoperability of surveillance data			by:12/12/2013
BHANSA	-		10%	Late
1	Activity started (e.g. Project kicked-off)	10%	Y	07/06/2020
Comment:		BHANSA will upgrade DPS System 25.04.2019.		
2	Agreements on data exchange based on a common protocol have been signed	30%	N	07/06/2020
Comment:		BHANSA will upgrade DPS System 25.04.2019.		
3	Surveillance data is exchanged based on the common protocol	60%	N	07/06/2020
Comment:		BHANSA will upgrade DPS System 25.04.2019.		
ITY-SPI-ASP02	Conduct Safety Assessment for the existing surveillance chain			by:05/02/2015
BHANSA	-		40%	Late
1	Activity started (e.g. Project kicked-off)	10%	Y	07/06/2020
Comment:		BHANSA delivered FHA to BHDCA in October 2018.		
2	Safety Assessment drafted	30%	Y	07/06/2020
3	Safety Assessment delivered to the competent authority	60%	N	07/06/2020
Comment:		BHANSA delivered FHA to BHDCA in October 2018. PSSA and SSA will be delivered to BHDCA in February 2019.		
ITY-SPI-ASP03	Conduct Safety Assessment for changes introduced to the surveillance infrastructure			by:12/12/2013
BHANSA	-		10%	Late
1	Activity started (e.g. Project kicked-off)	10%	Y	07/06/2020
Comment:		BHANSA delivered FHA to BHDCA in October 2018. PSSA and SSA will be delivered to BHDCA in February 2019.		

2	Safety Assessment drafted	30%	N 07/06/2020
Comment:	BHANSA delivered FHA to BHDCA in October 2018. PSSA and SSA will be delivered to BHDCA in February 2019.		
3	Safety Assessment delivered to the competent authority	60%	N 07/06/2020
Comment:	BHANSA delivered FHA to BHDCA in October 2018. PSSA and SSA will be delivered to BHDCA in February 2019.		
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 07/06/2020
Comment:	Training of personel - March 2019.		
2	Training ongoing	40%	N 07/06/2020
Comment:	Training of personel - March 2019.		
3	Training completed	50%	N 07/06/2020
Comment:	Training of personel - March 2019.		
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%	N -
2	Provide percentage of applicable State aircraft equipped #	90%	N -
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%	N -
2	Provide percentage of applicable transport-type State aircraft equipped #	90%	N -
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%	N -
2	Training ongoing	40%	N -
3	Training completed	50%	N -

<b>NAV03.1</b>	<b>RNAV 1 in TMA Operations</b> <u>Timescales:</u> Initial operational capability: 01/01/2001 Full operational capability: 31/12/2023	<b>0%</b>	<b>Not yet planned</b>
<b>No plan.</b>			-
<b>ASP (By:12/2023)</b>			
<b>BHANSa</b>		<b>0%</b>	<b>Not yet planned</b>
No plan		-	-
<b>NAV03.1-ASP01</b>	<b>Develop an airspace concept based on RNAV 1 arrival and departure procedures</b>		<b>by:31/12/2023</b>
<b>BHANSa</b>	-	<b>0%</b>	<b>Not yet planned</b>
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
			-
<b>NAV03.1-ASP02</b>	<b>Provide appropriate terrestrial navigation infrastructure to support RNAV 1 operations</b>		<b>by:31/12/2023</b>
<b>BHANSa</b>	-	<b>0%</b>	<b>Not yet planned</b>
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			
<b>NAV03.1-ASP03</b>	<b>Train air traffic controllers in RNAV 1 procedures</b>		<b>by:31/12/2023</b>
<b>BHANSa</b>	-	<b>0%</b>	<b>Not yet planned</b>
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			
<b>NAV03.1-ASP05</b>	<b>Develop and implement RNAV 1 arrival and departure procedures based on the airspace concept</b>		<b>by:31/12/2023</b>
<b>BHANSa</b>	-	<b>0%</b>	<b>Not yet planned</b>
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%	Not yet planned
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	<b>RNP 1 in TMA Operations</b> <u>Timescales:</u> Initial operational capability: 01/01/2018 Full operational capability: 31/12/2023	0%	Not yet planned
No plan.			-
ASP (By:12/2023)			
BHANSa		0%	Not yet planned
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%	Not yet planned
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%	Not yet planned
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%	Not yet planned
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%	Not yet planned
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%	Not yet planned
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	RNP Approach Procedures with Vertical Guidance <u>Timescales:</u> Initial operational capability: 01/06/2011 Full operational capability: 31/12/2023		3%	Ongoing
No plans at present.				31/12/2023
REG (By:12/2023)				
BHDCA			0%	Ongoing
No plans at present.			-	31/12/2023
NAV10-REG01	Apply EASA material to local national regulatory activities			by:31/12/2023
BHDCA	-		0%	Ongoing
1	Activity started (e.g. Project kicked-off)	10%	N	31/12/2023
2	Regulatory material drafted	30%	N	31/12/2023
3	Regulatory material approved and published	60%	N	31/12/2023
ASP (By:12/2023)				
BHANSA			3%	Ongoing
No plan			-	31/12/2023
NAV10-ASP01	Design and Publish RNP approach procedures to LNAV/VNAV and/or LPV minima			by:31/12/2023
BHANSA	-		10%	Ongoing
1	Project/task for developing LNAV/VNAV and/or LPV minima has kicked off	10%	Y	31/12/2023
Comment:	LNAV/VNAV procedure RWY 35 for LQBK - public procurement has been published. RNP 1 STARs RWY 34/LPV APCH RWY 34 for LQMO delivered to BHDCA for acceptance.			
2	Procedures to LNAV/VNAV and/or LPV minima are developed for all applicable airports/runway ends	30%	N	31/12/2023
3	Procedures to LNAV/VNAV and/or LPV minima are tested & validated for all applicable airports/runway ends	35%	N	31/12/2023
4	Procedures to LNAV/VNAV and/or LPV minima are published in national AIP for all applicable airports/runway ends	25%	N	31/12/2023
Comment:	No plan			
NAV10-ASP03	Develop National safety case for RNP approach down to LNAV/VNAV and/or LPV minima			by:31/12/2023
BHANSA	-		0%	Not yet planned
1	Activity started (e.g. Project kicked-off)	10%	N	-
Comment:	No plan			
2	National safety case for operations to LNAV/VNAV and/or LPV minima has been drafted	30%	N	-
Comment:	No plan			
3	National safety case for operations to LNAV/VNAV and/or LPV minima 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%	Not yet planned
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 airports	60%	N
			-
Comment:	No plan		

NAV12	Optimised Low-Level IFR Routes in TMA for Rotorcraft <i>Applicability and timescale: Local</i>	%	Not yet planned
No plan at the moment.			-

SAF11	Improve Runway Safety by Preventing Runway Excursions		0%	Late
	<u>Timescales:</u> Initial operational capability: 01/09/2013 Full operational capability: 31/01/2018			
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
Comment:	European Action Plan for the Prevention of Runway Excursions is part of Safety Annual Plan 2019.			
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
<b>APO (By:12/2014)</b>			
<b>SARAJEVO Airport</b>		<b>0%</b>	<b>Missing Data</b>
Missing data for this LSSIP edition.		-	-
<b>SAF11-APO01</b>	Implement the appropriate parts of the European Action Plan for the Prevention of Runway Excursions		by:31/12/2014
<b>SARAJEVO Airport</b>	-	<b>0%</b>	<b>Not yet planned</b>
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 AMHS			
Organisation(s):	BHANSA (BA)		Type of project: National
Schedule:	end 2019		
Status:	-		
Description:	-		
Link and references			
ATM MP links:	L3: COM10		
Other links:	-		
Project included in RP2 Performance Plan:	-	Name/Code in RP2 Performance Plan:	-
Project included in DP:	-	Name/Code in DP:	-
Performance contribution			
Safety:		-	
Environment:		-	
Capacity:		-	
Cost-efficiency:		-	
Operational efficiency:		-	

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 DP:	N	Name/Code in DP:	-
Performance contribution			
Safety:	+++	-	
Environment:	+	-	
Capacity:	+++	-	
Cost-efficiency:	+	-	
Operational efficiency:	+++	-	

New MET			
Organisation(s):	BHANSA (BA)		Type of project: National
Schedule:	mid 2020		
Status:	-		
Description:	-		
Link and references			
ATM MP links:	-		
Other links:	-		
Project included in RP2 Performance Plan:	-	Name/Code in RP2 Performance Plan:	-
Project included in DP:	-	Name/Code in DP:	-
Performance contribution			
Safety:		-	
Environment:		-	
Capacity:		-	
Cost-efficiency:		-	
Operational efficiency:		-	



New Military Radio stations			
Organisation(s):	Mil. Authority (BA)		Type of project: National
Schedule:	mid 2019		
Status:	-		
Description:	-		
Link and references			
ATM MP links:	L3: ITY-AGVCS2		
Other links:	-		
Project included in RP2 Performance Plan:	-	Name/Code in RP2 Performance Plan:	-
Project included in DP:	-	Name/Code in DP:	-
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 DP:	N	Name/Code in DP:	-
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 DP:	N	Name/Code in DP:	-
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 DP:	N	Name/Code in DP:	-
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

DEVOPS: FABCE Development of Operational Performance and ATM Strategies (previously Project 1) (DEVOPS)		
<b>Organisation(s):</b>	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)	<b>Type of project:</b> FAB
<b>Schedule:</b>	Project 1: Start 3.1.2011, End: Continuous	
<b>Status:</b>	FAB CE FRA Study was completed in 2017 Other activities described below are ongoing	

Description:	<p>After the completion of the FAB CE FRA Study, DEVOPS project now includes annual updates of FAB CE Network Operations Plan (FNOP), FAB CE Airspace Plan and ATM Manual. Additional tasks were launched during Q3/2017 to initiate FAB CE FRA implementation monitoring. The project now covers also the following activities:</p> <ul style="list-style-type: none"> <li>• Monitoring of existing/planned FAB CE FRA initiatives focusing on data/information gathering and dissemination, reporting of implementation activities and milestones. In case of FRA initiatives extending beyond the FAB CE borders, the FAB CE local focal points coordinate with the external ANSPs representatives and provide the required data for inclusion in the documentation;</li> <li>• Preparation of FAB CE FRA implementation plan(s) based on the coordination activities;</li> <li>• Development of document templates for CONOPS, FHA, and other relevant topics taking into coordination issues such as publication standards, ERNIP guidelines, best practices from other FRA-initiatives and stakeholder consultations;</li> <li>• Social dialogue support focusing on FRA projects extending beyond FAB CE airspace;</li> <li>• Investigation and evaluation of Issues related to common weather forecasting and dissemination of best practices from internal and external partners, including collection and dissemination of STAM/re-routing practices related to WX avoidance;</li> <li>• Monitoring of activities and enhancements taking place in ASM within FAB CE and assessing their impact on the planned FRA activities.</li> </ul> <p>Two additional new activities were assigned to the DEVOPS project in 2018:</p> <ul style="list-style-type: none"> <li>• ‘FAB CE Capacity and flow improvements’ activity contains a set of tasks performed with the aim of improving FAB CE network performance: <ul style="list-style-type: none"> <li>o Identification of hotspots and areas with capacity problems;</li> <li>o Analysis of sectors design and configurations;</li> <li>o Analysis of traffic flow complexity;</li> <li>o Analysis of ASM application on capacity;</li> <li>o Initial proposals for sector configurations improvements;</li> <li>o Initial proposals for sectors throughput improvements;</li> <li>o Analysis of weather impact on FAB CE network operations;</li> <li>o Analysis of causes of delays;</li> <li>o Gathering and analysis of specific military requirements affecting FAB CE network operations;</li> <li>o Support cooperation of network related tasks between FAB CE ANSPs and NM;</li> <li>o Improvement of ATFCM processes and procedures.</li> </ul> </li> <li>• ‘FAB CE cross-border airspace improvements’ contains a set of tasks aimed at improving FAB CE airspace cross-border functionality and seamless operations in FAB CE airspace. The associated tasks are related to static cross-border improvements only. Transfer of service provision responsibility, dynamic cross-border AoR boundary changes and other such issues are out-of-scope for this sub-activity. The following tasks have been defined for the activity: <ul style="list-style-type: none"> <li>o Identification of cross-border areas where sector re-design can mitigate issues;</li> <li>o Analysis of sectors’ design;</li> <li>o Analysis of traffic flow complexity;</li> <li>o Analysis of technical requirements and enablers at identified interfaces;</li> <li>o Analysis of ASM application in identified areas;</li> <li>o Macro-level modelling of identified improvements;</li> <li>o Initial proposals for static cross border sectorisation improvements;</li> <li>o Initial proposals for technical enablers and requirements to support static cross border sectorisation improvements;</li> <li>o Initial proposals for procedural changes to support static cross border sectorisation improvements;</li> <li>o Coordination and monitoring of ANSP implementation activities.</li> </ul> </li> </ul> <p>Both new activities are expected to be launched in January 2019 in alignment and coordination with the NM. The project’s scope is now under evaluation taking into</p>
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	account the available draft results of the Airspace Architecture Study to make sure that the project is aligned with the upcoming NM/SJU activities.		
Link and references			
ATM MP links:	L3: AOM21.2		
Other links:	AOM21.1 SESAR Key Feature: Advanced air traffic services DP 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 DP:	Y	Name/Code in DP:	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 is safety neutral or positive, i.e. the level of safety does degrade due to the introduction of FRA.	
Environment:	+++	The project will contribute to increased flight efficiency through coordinated step-by-step implementation and further development of regional FRA initiatives	
Capacity:	++	The project will contribute to increased capacity through optimised sectorisation and coordinated capacity planning	
Cost-efficiency:	+	The project will contribute to improved cost efficiency through more efficient use of resources due to coordinated approach	
Operational efficiency:	++	Advanced ATS required for FRA implementation will 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)		
<b>Organisation(s):</b>	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)	<b>Type of project:</b> FAB
<b>Schedule:</b>	DAM/STAM Study: Start: 7.2.2017, End: 31.12.2018	
<b>Status:</b>	Completed in 2018	
<b>Description:</b>	<p>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.</p> <p>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.</p> <p>Furthermore, the DAM/STAM study describes and prepares 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.</p> <p>A FAB CE-wide future implementation of DAM/STAM processes and procedures following the study is seen to yield the following goals:</p> <ul style="list-style-type: none"> <li>• 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);</li> <li>• Provide proactive route/trajectory activation/airspace reservation or restriction allocation through a collaborative (cross-border) decision making process to accommodate short-term changes;</li> <li>• Provide supporting processes and tools (requirements) that allow for the FAB CE FRA to achieve optimal operational efficiency;</li> <li>• 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;</li> <li>• 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;</li> <li>• 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.</li> </ul>	

Link and references			
ATM MP links:	L3: AOM19.1, AOM19.2, AOM19.3, FCM04.1, FCM04.2, FCM05, FCM06		
Other links:	SESAR Key Feature: Optimised ATM network services DP 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: <ul style="list-style-type: none"><li>FSO10, target 10.3: Incorporate actions supporting the SESAR deployment (Deployment Programme) in the joint FAB CE planning process and planning documentation</li></ul>		
Project included in RP2 Performance Plan:	Y	Name/Code in RP2 Performance Plan:	Advanced Airspace Management (described under NSP actions)
Project included in DP:	Y	Name/Code in DP:	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.	
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. This will lead to adjustments of sector monitoring values and ATCO productivity.	
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.	
Cooperation Activities:	See 'Description/Scope' for details		

Navigation infrastructure optimization project			
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: April 2018, End: April 2019		
Status:	On-going		
Description:	<p>NAV optimization project within the FAB CE is expected to:</p> <ul style="list-style-type: none"><li>• Develop a process for coordinated NAV infrastructure and preventive maintenance planning where operational dependencies are evident. This will lead to a proactive consultation process and a FAB CE-wide information exchange regarding NAV systems to improve cost-effectiveness.</li><li>• Analyse NAVAID infrastructure and coverage including those of neighbouring countries. This is an opportunity to identify a space for improvement, including operational inter-dependencies and requirements. Use coverage maps, sharing NAV data and technical operation experience.</li><li>• Solve of practical operational issues:<ul style="list-style-type: none"><li>o Assess a vulnerability of the GNSS and agree on monitoring of the signal and identification of the signal interferences (define most likely scenarios or impact analysis).</li><li>o Assess how FRA influences RNAV in the whole FRA airspace (e.g. what minimum altitudes should be used, what is a required DME/DME and/or VOR/DME coverage, etc.).</li></ul></li></ul>		
Link and references			
ATM MP links:	-		
Other links:	<p>CNS Rationalisation</p> <p>DP Families: AF1– Extended AMAN and PBN in high density TMA:</p> <ul style="list-style-type: none"><li>• AF1.2.3 – RNP 1 Operations in high density TMAs (ground capabilities)</li><li>• AF1.2.5 – Advanced RNP routes below FL 310</li></ul> <p>Enabling aviation infrastructure FAB CE Strategic Objectives:</p> <ul style="list-style-type: none"><li>• FSO6, target 6.1: CNS Infrastructure cost containment activities projected into FAB CE Architecture</li><li>• 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</li><li>• 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</li><li>• FSO7, target 7.1: Establish FAB CE common approach to technical operation and corrective / preventive maintenance of systems, including sharing of spare parts</li></ul>		
Project included in RP2 Performance Plan:	N	Name/Code in RP2 Performance Plan:	-
Project included in DP:	N	Name/Code in DP:	-



Performance contribution		
<b>Safety:</b>		-
<b>Environment:</b>		-
<b>Capacity:</b>		-
<b>Cost-efficiency:</b>	+	Positive impact through optimised navigation infrastructure
<b>Operational efficiency:</b>		-
<b>Cooperation Activities:</b>	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: End of 2018		
Status:	Completed in 2018		
Description:	<p>Surveillance Infrastructure Optimisation project had the following objectives:</p> <ul style="list-style-type: none"><li>• 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;</li><li>• Propose improvements in SUR coverage quality by coverage optimisation;</li><li>• 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.</li></ul> <p>The project is now completed. The processes for surveillance infrastructure planning, surveillance maintenance planning, maintenance of SUR database and sharing the specifications were developed and are now in the process of implementation. The project also proposed a number of overall SUR service quality improvements and developed a feasibility study for the regional tracker. Due to the negative CBA, the regional tracker project will be not further pursued.</p>		
Link and references			
ATM MP links:	-		
Other links:	<p>CNS Rationalisation</p> <p>Enabling aviation infrastructure FAB CE Strategic Objectives:</p> <ul style="list-style-type: none"><li>• 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</li><li>• 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</li><li>• FSO7, target 7.1: Establish FAB CE common approach to technical operation and corrective / preventive maintenance of systems, including sharing of spare parts</li></ul>		
Project included in RP2 Performance Plan:	Y	Name/Code in RP2 Performance Plan:	Optimisation of CNS resources
Project included in DP:	N	Name/Code in DP:	-
Performance contribution			
Safety:		-	
Environment:		-	
Capacity:		-	
Cost-efficiency:	+	Positive impact through improved efficiency of the processes, optimised surveillance infrastructure in the region and informed decision about future solution for the regional tracker	
Operational efficiency:		-	
Cooperation Activities:	See 'Description/Scope' for details		

## 2.3. Regional Projects

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:	<p>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.</p> <p>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.</p>		
Link and references			
ATM MP links:	-		
Other links:	-		
Project included in RP2 Performance Plan:	N	Name/Code in RP2 Performance Plan:	-
Project included in DP:	N	Name/Code in DP:	-
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:	-		