



LSSIP 2018 BOSNIA & HERZEGOVINA Local Single Sky ImPlementation



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	Somer 06,03,2019.
MoD	Marina PENDEŠ	Minister of Defence 🗸	14 -03- 2019
Airport Sarajevo	Armin KAJMAKOVIĆ	General Manager	18.03 2119

CONTENTS

1.	Implementation Objective Progress - Details	1
2.	Implementation Projects - Details	98
2.1.	National Projects	98
2.2.	FAB Projects	102
2.3.	Regional Projects	110

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	
OAT and GAT hand	nilitary arial activities are limited to the helicopter flights, BH intends to ha dling. The full implementation is foreseen for the end of the objective depl ly established BHANSA to become fully capacitated for the implementation	oyment	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 31/12/2019	
Comment:	Activity on this issue is started.			
2	National rules and regulations for implementation of new principles, rules		N	
	and procedures for OAT/GAT handling in accordance with EUROAT drafted	30%	31/12/2019	
Comment:	In progress.			
3	National rules and regulations in accordance with EUROAT established		N	
	and EUROCONTROL informed about the official national implementation date			
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		N	
	and procedures for OAT/GAT handling in accordance with EUROAT drafted	30%	31/12/2019	

2	Noticed vilos and socilations in accordance with FUDOAT established		N.	
3	National rules and regulations in accordance with EUROAT established	60%	N	
	and EUROCONTROL informed about the official national implementation date	60%	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		N	
	and procedures for OAT/GAT handling in accordance with EUROAT	30%	31/12/2019	
2	drafted			
3	National rules and regulations in accordance with EUROAT established and EUROCONTROL informed about the official national implementation	60%	N	
	date	00%	31/12/2019	
ASP (By:12/2018)	quate			
BHANSA		100%	Completed	
BHANSA complete	d abjective	100%	Completed 31/12/2018	
	<u> </u>		31/12/2016	
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, pendi	ng validat	ion	
1	Activity started (e.g. Project kicked-off)	10%	Υ	
		10%	01/08/2016	
Comment:	Activity started			
2	Procedures for OAT/GAT interfaces drafted	30%	Υ	
		30%	01/10/2017	
Comment:	Completed			
3	Procedures for OAT/GAT interfaces agreed, tested & validated	35%	Υ	
		3370	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:		ted	1 24/42/2040	
AOM13.1-ASP02	Train staff as necessary	4000/	by:31/12/2018	
BHANSA	Training of shoff has showed and will be consulated by the howest insulance.	100%	Completed	
	Training of staff has started and will be completed by the target implement Activity started (e.g. Project kicked-off)	ation con	pletion date	
1	Activity Started (e.g. Project kicked-off)	10%	01/01/2017	
Commont	Training plans drafted		01/01/2017	
2	Training for Air Traffic Services (ATS) personnel in provision of ATS to		Y	
_	OAT-IFR flights ongoing	40%	01/12/2017	
Comment:			01/12/2017	
	Training for Air Traffic Services (ATS) personnel in provision of ATS to		γ	
	OAT-IFR flights completed	50%	31/12/2018	
Comment:	completed by the target implementation date	1		
MIL (By:12/2018)	,			
Mil. Authority		13%	Late	
	signed an agreement with seven annexes on 27 January 2016 - hise Operational Air Traffic (OAT) and General Air Traffic (GAT)		31/12/2020	
Handling				
AOM13.1-MII.01 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, pendir		ion	
1	Activity started (e.g. Project kicked-off)	10%	Υ	

			01/10/2016	
Comment: Activity has started				
2	Procedures for OAT/GAT interfaces drafted	200/	Υ	
		30%	01/10/2017	
Comment:	Completed			
3	Procedures for OAT/GAT interfaces agreed, tested & validated	250/	N	
		35%	31/12/2020	
Comment:	Procedures agreed and tested, pending validation			
4	Procedures for OAT/GAT interfaces implemented, i.e. in operational use	25%	N	
		25%	31/12/2020	
Comment:	Manual has already been updated, required documents are in force, pend	ing validat	ion	
AOM13.1-MIL02	Provide feedback on result of conformance analysis between national		by:31/12/2012	
	rules to EUROAT		by.51/12/2012	
Mil. Authority	-	0%	Late	
1	Activity started (e.g. Project kicked-off)	10%	N	
		10/0	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	
		40/0	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	50%	N	
	EUROAT specification established and provided to EUROCONTROL	3076	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 informatio	n to EAD		
1	Activity started (e.g. Project kicked-off)	10%	N	
		10/0	-	
2	Plan for migration of aeronautical information to EAD established and		N	
	Data Provider Agreement with EUROCONTROL signed by all Military	40%	_	
	Authorities responsible for AIS Data		-	
3	All Military Authorities responsible for AIS Data have implemented EAD	50%	N	
	and maintain the three sets of AIP Data	3070	-	

AOM19.1	ASM Support Tools to Support Advanced FUA (AFUA) <u>Timescales:</u> Initial operational capability: 01/01/2011		70%	Late
Full operational capability: 31/12/2018				
LARA agreement si	igned in early 2018, procurement and validation took place in 20	18		31/12/2019
ASP (By:12/2018)				
BHANSA			70%	Late
LARA agreement sig	gned in early 2018, implemented FA	AB CE-wide	Study	
	0	f Dynamic		
	A	irspace		31/12/2019
	N	1anagemer	nt	
	1)	DAM) and S	STAM	
AOM19.1-ASP01	Deploy automated ASM support systems	,		by:31/12/2018
BHANSA	BH ACC		100%	Completed
	LARA agreement signed in early 2018, implemented	l		
				Υ
	, , , , ,		10%	01/01/2018
2	Automated ASM support systems procured		200/	Υ
			30%	31/12/2018
Comment:	completed			
3	Automated ASM support systems installed		250/	Υ
			35%	31/12/2018
Comment:	completed			
4	Automated ASM support system tested, validated and in operation	d ASM support system tested, validated and in operational use 25%		Υ
			23/0	31/12/2018
	completed			by:31/12/2018
AOM19.1-ASP02	SP02 Implement interoperability of local ASM support system with NM system			
BHANSA	-	Completed		
	LARA agreement signed in early 2018, completed			
1	Activity started (e.g. Project kicked-off)		10%	Υ
				01/01/2018
Comment:		1.1		
2	Local ASM support system has been adapted to make it interoper with NM system (AIXM 5.1 interface)	rabie	65%	Υ (1.2./2018
Commont	, , ,			31/12/2018
	A Letter of Agreement (LoA) has been concluded with NM			Υ
3	A Letter of Agreement (LoA) has been concluded with Nivi		25%	31/12/2018
Comment:	completed			31/12/2010
AOM19.1-ASP03	Improve planning and allocation of airspace booking			by:31/12/2018
BHANSA	-		10%	Late
	Activity started (e.g. Project kicked-off)			Y
			10%	01/01/2018
Comment:	started	l		- , - ,
	A tool allowing the measurement of FUA Indicators (described in	detail in		N
	,		30%	31/12/2019
Comment:	By the end of 2019	l		
	FUA Indicators are continuously measured using PRISMIL or a sim	nilar tool	0=:	N
	,,		35%	31/12/2019
4	Planning and allocation of reserved/segregated airspace at pre-ta	actical		N
ASM level 2 is improved as required in the description of this SLoA		25%		

	ASM Management of Real-Time Airspace Data			
	Timescales:			
AOM19.2	Initial operational capability: 01/01/2017 Full operational capability: 31/12/2021			Completed
-	to appear to a superior of the first			31/12/2018
ASP (By:12/2021)				
BHANSA			100%	Completed
completed		FAB CE-wid	e Study	
		of Dynamic		
		Airspace		31/12/2018
		Manageme	nt	
		(DAM) and		
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)		100/	Υ
			10%	07/02/2017
Comment:				
2	1 10 11 11 11 11 11 11 11 11 11 11 11 11	ges with	30%	Υ
	local ASM support systems procured		3070	31/12/2018
Comment:	completed			
3	-1-0	ges with	60%	Y
	local ASM support systems installed			31/12/2018
	completed	11.1		
AOM19.2-ASP02	Adapt local ASM support system for real-time ASM data exchar	nges with		by:31/12/2021
BHANSA	NM systems		100%	Completed
1	Activity started (e.g. Project kicked-off)		100%	Y
_	Activity started (e.g. 1 roject kicked orr)		10%	07/02/2017
Comment:	started			07/02/2027
2		xchanges	2004	Υ
	with NM procured	J	30%	31/12/2018
Comment:	completed			
3	Upgrade to local ASM support system for real-time ASM data e	xchanges	60%	Υ
	with NM installed		00%	31/12/2018
Comment:				
AOM19.2-ASP03	Implement procedures related to real-time (tactical) ASM level	III		by:31/12/2021
	information exchange			,
BHANSA	- Desirability about adds - Desirability - eff		100%	Completed
1	Activity started (e.g. Project kicked-off)		10%	Y 07/02/2017
Commont:	started			07/02/2017
Comment:		ion		Υ
	exchange drafted	.1011	30%	31/12/2018
Comment:	completed		1	31, 12, 2010
3		ion		Υ
	exchange agreed, tested & validated		35%	31/12/2018
Comment:	completed		1	. ,
4		ion		Υ
4	Troccadics related to real time (tactical) Asian level in informati	.1011	3501	
4	exchange implemented		25%	31/12/2018

Initial operational capability: 01/01/2014			Completed
e AMC implementation and LARA tool.			31/12/2018
		100%	Completed
AMC implementation and LARA tool.	FAB CE-wide	e Study	
	of Dynamic		
	Airspace		31/12/2018
	Manageme	nt	
	•		
Adapt ASM systems to support a full rolling ASM/ATFCM proce	·	-	by:31/12/2021
-		100%	Completed
Activity started (e.g. Project kicked-off)			Υ
			01/10/2016
			Y 31/12/2018
Upgrade to ASM systems to support a full rolling ASM/ATFCM process installed 60%		60%	Y 31/12/2018
Implement procedures and processes for a full rolling ASM/ATFCM process			by:31/12/2021
-		100%	Completed
Activity started (e.g. Project kicked-off)		10%	Υ
		1070	01/10/2016
Procedures and processes for a full rolling ASM/ATFCM process	drafted	30%	Y
			31/12/2018
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		Y	
tested & validated			31/12/2018
			Y
AUP/UUP, and process supporting sharing of information of airspace		25%	31/12/2018
implemented			
	Timescales: Initial operational capability: 01/01/2014 Full operational capability: 31/12/2021 e AMC implementation and LARA tool. Adapt ASM systems to support a full rolling ASM/ATFCM procestations and LARA tool. Activity started (e.g. Project kicked-off) Upgrade to ASM systems to support a full rolling ASM/ATFCM procured Upgrade to ASM systems to support a full rolling ASM/ATFCM procured Upgrade to ASM systems to support a full rolling ASM/ATFCM procured Upgrade to ASM systems to support a full rolling ASM/ATFCM process - Activity started (e.g. Project kicked-off) Procedures and processes for a full rolling ASM/ATFCM process Procedures and processes for a full rolling ASM/ATFCM process tested & validated Procedures and processes for a full rolling ASM/ATFCM process processes for initial CDM, full management of airspace structur AUP/UUP, and process supporting sharing of information of airsconfigurations via AUP/UUP) implemented	Timescales: Initial operational capability: 01/01/2014 Full operational capability: 31/12/2021 e AMC implementation and LARA tool. FAB CE-wide of Dynamic Airspace Managemee (DAM) and a Adapt ASM systems to support a full rolling ASM/ATFCM process - Activity started (e.g. Project kicked-off) Upgrade to ASM systems to support a full rolling ASM/ATFCM process procured Upgrade to ASM systems to support a full rolling ASM/ATFCM process installed Implement procedures and processes for a full rolling ASM/ATFCM process - Activity started (e.g. Project kicked-off) Procedures and processes for a full rolling ASM/ATFCM process drafted Procedures and processes for a full rolling ASM/ATFCM process drafted 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	Timescales: Initial operational capability: 01/01/2014 Full operational capability: 31/12/2021 e AMC implementation and LARA tool. FAB CE-wide Study of Dynamic Airspace Management (DAM) and STAM Adapt ASM systems to support a full rolling ASM/ATFCM process - 100% Activity started (e.g. Project kicked-off) 10% Upgrade to ASM systems to support a full rolling ASM/ATFCM process installed 10% Implement procedures and processes for a full rolling ASM/ATFCM process of a full rolling a full

AOM19.4	Management of Pre-defined Airspace Configurations <u>Timescales:</u>	0%	Not yet planned	
	Initial operational capability: 01/01/2018		, , , ,	
	Full operational capability: 31/12/2021			
Not yet planned			-	
ASP (By:12/2021)				
BHANSA		0%	Not yet planned	
DITANSA	 -	0/0	Not yet plainted	
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:			поступання пост	
	Not yet planned			
1	Activity started (e.g. Project kicked-off)		N	
		10%	-	
2	New/upgraded ATM system supporting management of ASM solutions	200/	N	
	and pre-defined airspace configurations procured	30%	-	
3	New/upgraded ATM system supporting management of ASM solutions	60%	N	
	and pre-defined airspace configurations installed	00%		
AOM19.4-ASP01	Adapt ATM systems to support the management of ASM solutions and		by:31/12/2021	
	pre-defined airspace configurations.	·		
BHANSA	-	0%	Not yet planned	
Comment:				
	Not yet planned			
1	Activity started (e.g. Project kicked-off)	10%	N	
			-	
2	, 10 , 11 0 0	30%	N	
2	and pre-defined airspace configurations procured		- 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		-	
AOW13.4-A3F02	and pre-defined airspace configurations		by:31/12/2021	
BHANSA	-	0%	Not yet planned	
Comment:			noot you planned	
	Not yet planned			
1	Activity started (e.g. Project kicked-off)		N	
_		10%	-	
2	Procedures to support ASM solution process and pre-defined airspace	200/	N	
	configurations drafted	30%	-	
3	Procedures to support ASM solution process and pre-defined airspace	250/	N	
	configurations agreed, tested & validated		-	
4	Procedures to support ASM solution process and pre-defined airspace	25%	N	
	configurations implemented	23/0	-	

	Direct Routing		
AOM21.1	<u>Timescales:</u>	1000/	Completed
AUWZ1.1	Initial Operational Capability: 01/01/2015	100%	Completed
	Full Operational Capability: 31/12/2017		
	been completely implemented in the Sarajevo FIR and BHANSA AOR		15/04/2014
ASP (By:12/2017)			
BHANSA		100%	Completed
Direct routing has I AoR	peen completely implemented in the Sarajevo FIR and BHANSA -		15/04/2014
AOM21.1-ASP01	Implement procedures and processes in support of the network dimension		by:31/12/2017
BHANSA	BH ACC	100%	Completed
Comment:	Direct routing has been completely implemented in the Sarajevo FIR and BI	HANSA Ac	R
1	Activity started (e.g. Project kicked-off)	10%	Υ
		10%	01/03/2012
2	Direct routing airspace has been identified in coordination with the	30%	Υ
	Network and FAB partners and the RAD has been updated accordingly	30/0	15/04/2014
3	Local ATFCM procedures in cooperation with the network taking on board	35%	Υ
	the Direct Routing impact agreed, tested and validated	0070	15/04/2014
4	Local ATFCM procedures in cooperation with the network taking on board	25%	Y
	the Direct Routing impact implemented		15/04/2014
Comment:			
AOM21.1-ASP02	Implement system improvements		by:31/12/2017
BHANSA	BH ACC	100%	Completed
Comment:	Direct routing has been completely implemented in the Sarajevo FIR and BI	HANSA Ac	R
1	Activity started (e.g. Project kicked-off)	10%	Υ
		10%	15/04/2014
2	System/Function for implementation of Direct Routing procured	30%	Υ
		30%	15/04/2014
3	System/Function for implementation of Direct Routing installed	60%	Υ
		0070	15/04/2014
AOM21.1-ASP03	Implement procedures and processes in support of the local dimension		by:31/12/2017
BHANSA	BH ACC	100%	Completed
	Direct routing has been completely implemented in the Sarajevo FIR and BI	HANSA Ac	
1	Activity started (e.g. Project kicked-off)	10%	Υ
2	The Divert Deutine singular has been described and authirhed in the AID		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
	ASM and ATC procedures taking on board the Direct Routing impact		15/04/2014 Y
3	agreed, tested & validated	35%	15/04/2014
Δ	ASM and ATC procedures taking on board the Direct Routing		13/04/2014 V
7	implemented	25%	15/04/2014
Comment:		L AD and/o	
	The Letters of Agreement have been updated if necessary. The ASM and ATC procedures have been updated to take on board the Direction.		
AOM21.1-ASP04	Implement transversal activities (verification at local/regional level, safety case and training)		by:31/12/2017
BHANSA	BH ACC	100%	Completed
Comment:			
	Activity started (e.g. Project kicked-off)	10%	Υ

			01/03/2012
2	Direct Routing concept validated	30%	Υ
			15/04/2014
3	Safety argument has been developed and delivered to the competent	200/	Υ
	authority	30%	15/04/2014
4	ATCO Training conducted	30%	Υ
			15/04/2014
Comment:	Direct Routing concept has been validated; safety argument has been developed Regulator/NSA/Competent Authority, as appropriate, depending on the set or the introduction of new aviation standards. ATCO training has been conducted.	•	

	Free Route Airspace			
	Timescales:			
AOM21.2	Initial operational capability: 01/01/2015		100%	Completed
	Full operational capability: 31/12/2021			
Herzegovina, Serbi Following SEAFRA Sarajevo), the FRA 01/02/2018. SEAFRA is also nov	SEAFRA, FRA environment consisting of airspace of 4 states (Cia and Montenegro) and 3 ANSP (CROCONTROL, BHANSA and 5 H24 implementation by 08/12/2016 for all traffic above FL 325 operations were extended down to above FL 205 inside the Floron conceptation with SAXFRA from other FAB CE States (Austria,	SMATSA) 5 (above the R Sarajevo fi	FIR	01/02/2018
ASP (By:12/2021)			4000/	
BHANSA	CEAEDA EDA audizarrant arristina afairman af Antaba	DEVODS: EA	100%	Completed
(Croatia, Bosnia an (CROCONTROL, BH Following SEAFRA	SEAFRA, FRA environment consisting of airspace of 4 states d Herzegovina, Serbia and Montenegro) and 3 ANSP ANSA and SMATSA) H24 implementation by 08/12/2016 for all traffic above FL 325	DEVOPS: FA Developme Operationa Performand	nt of I	01/02/2018
1 2	ijevo), the FRA operations were extended down to above FL	ATM Strate	gies	
	Sarajevo from 01/02/2018. co-operated with SAXFRA from other FAB CE States (Austria,	(previously	-	
Slovenia)	o co-operated with SANI NA HOIH Other FAD CE States (AUSTII)	1) / Upgrad	-	
AOM21.2-ASP01	Implement procedures and processes in support of the networ			
	dimension			by:31/12/2021
BHANSA	-		100%	Completed
1 2 3 4 Comment:	FRA airspace has been identified in coordination with the Netw FAB partners and the RAD has been updated accordingly	raffic above I L 205 inside CE States (Au vork and ng on board ng on board the Networ	stria, Slov 10% 30% 35% 25% k and FAB	ove the FIR rajevo from yenia) Y 01/01/2015 Y 01/02/2018 Y 01/02/2018 Y 01/02/2018 partners and the
AOM21.2-ASP02	Implement system improvements		4000/	by:31/12/2021
BHANSA	PHANCA is part of CEAEDA EDA amiliagrament accidition.	220 -f A -+ '	100%	Completed
Comment:	BHANSA is part of SEAFRA, FRA environment consisting of airsp Herzegovina, Serbia and Montenegro) and 3 ANSP (CROCONTR Following SEAFRA H24 implementation by 08/12/2016 for all t Sarajevo), the FRA operations were extended down to above F 01/02/2018. SEAFRA is also now co-operated with SAXFRA from other FAB 0	OL, BHANSA raffic above I L 205 inside	and SMA FL 325 (ab the FIR Sa	TSA) pove the FIR rajevo from renia)
1	Activity started (e.g. Project kicked-off)		10%	Υ
				01/01/2015
2	System/Function for implementation of FRA procured		30%	Υ

			31/12/2016
3	System/Function for implementation of FRA installed	60%	Υ
Comment:	The ANSP system has been updated according to the specifications represented necessary changes.	enting the	01/02/2018 identified
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 character of Agreement have been updated if necessary (31/12/2017).	rts (31/12,	/2017).
	The ASM and ATC procedures have been updated to take on board the FRA	impact (3	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
	FRA concept validated	30%	Y 01/02/2018
	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 Regulator/NSA/Competent Authority, as appropriate, depending on the se or the introduction of new aviation standards (31/12/2017).		
	ATCO training has been conducted (31/12/2017).		

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

			-
AOP04.1-ASP03	Implement approved A-SMGCS operational procedures at airports equipped with A-SMGCS		by:-
BHANSA	-	%	Not Applicable
1	Activity started (e.g. Project kicked-off)	10%	NA -
2	A-SMGCS operational procedures drafted	30%	NA -
3	A-SMGCS operational procedures agreed, tested & validated	35%	NA -
4	A-SMGCS operational procedures implemented, i.e. in operational use	25%	NA -
APO (By:12/2010)			
-			
AOP04.1-APO01	Install required surveillance equipment		by:-
-	-	%	Not Applicable
1	Activity started (e.g. Project kicked-off)	10%	NA -
2	Required surveillance equipment procured	30%	NA -
3	Required surveillance equipment installed	60%	NA
AOP04.1-APO02	Equip Ground Vehicles		by:-
-	-	%	Not Applicable
1	Activity started (e.g. Project kicked-off)	10%	NA -
2	Ground vehicles equipment procured	30%	NA -
3	Ground vehicles equipment installed, tested & validated	60%	NA -
AOP04.1-AP003	Train ground vehicle drivers		by:-
-	-	%	Not Applicable
1	Activity started (e.g. Project kicked-off)	10%	NA -
2	Training ongoing	40%	NA -
	Training completed	50%	NA

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

	Airport Collaborative Decision Making (A-CDM)		
AOP05	<u>Timescales:</u> - not applicable -	0%	Late
	LQSA - Sarajevo Airport		
	(Outside Applicability Area)		04/40/0004
	o Sarajevo airport-		31/12/2021
ASP (By:12/201	91	0%	Late
-	-	U%	31/12/2021
AOP05-ASP01	Define and agree performance objectives and KPIs at local level, specific		31/12/2021
7101 03 7131 01	to ANSP in accordance with A-CDM Manual guidelines		by:-
BHANSA	-	0%	Late
	1 Activity started (e.g. Project kicked-off)	10%	N
		1070	31/12/2021
	2 Local A-CDM committee established with all Stakeholders involved	10%	N
	2 Porformance chiestives and VDIs drafted		31/12/2021 N
	3 Performance objectives and KPIs drafted	30%	31/12/2021
	4 Performance objectives and KPIs agreed by all parties		N N
		50%	31/12/2021
AOP05-ASP02	Define and implement local Air Navigation Service (ANS) procedures for		
	information sharing through Letters of Agreement (LoAs) and/or		by:-
	Memorandum of Understanding (MoU) in accordance with A-CDM		~,.
BHANSA	Manual guidelines	00/	Lata
рцију	1 Activity started (e.g. Project kicked-off)	0%	Late N
	1 Activity started (e.g. 1 Toject Nicked-Off)	10%	31/12/2021
	2 Information sharing principles/procedures defined and information	200/	N
	sharing platform (if applicable) procured	30%	31/12/2021
	3 Information sharing platform (if applicable) installed	10%	N
		1070	31/12/2021
	4 Information sharing procedures agreed, tested & validated	25%	N
	5 LoA and/or MoU signed by all partners and procedures implemented		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 21/12/2021
	3 Procedures for turnaround processes agreed, tested & validated		31/12/2021 N
	5 Frocedures for turnaround processes agreed, tested & validated	35%	31/12/2021
	4 LoA and/or MoU signed by all partners and procedures for turnaround	2501	N
	processes implemented	25%	31/12/2021
AOP05-ASP04	Continually review and measure airport performance in accordance with		by:-
	Airport CDM Manual guidelines		·
BHANSA	1 Astivity stantad (a.g. Dusiast kiskad - ff)	0%	Late
	1 Activity started (e.g. Project kicked-off)	10%	N 31/12/2021
	2 Procedure & methodology for measuring airport performance agreed &		31/12/2021 N
	validated	30%	31/12/2021
	3	35%	N

	Procedure & methodology for measuring airport performance implemented		31/12/2021
•	Airport performance results/benefits published	25%	N 31/12/2021
AOP05-ASP05	Define and implement variable taxi-time and predeparture sequencing procedure (i.e. initial DMAN) according to airport CDM Manual guidelines		by:-
BHANSA	-	0%	Late
:	Activity started (e.g. Project kicked-off)	10%	N 31/12/2021
	Procedures for variable taxi time and pre-departure sequencing drafted	30%	N 31/12/2021
:	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
AOP05-ASP06	Define and implement procedures for CDM in adverse conditions, including the de-icing according to airport CDM Manual guidelines		by:-
BHANSA	-	0%	Late
	Activity started (e.g. Project kicked-off)	10%	N 31/12/2021
:	Procedures for adverse conditions drafted through LoA and/or MoU	30%	N 31/12/2021
:	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
APO (By:12/2016	•		
SARAJEVO Airpoi		0%	Late
SANAJEVO AIIPOI		U /0	31/12/2021
AOP05-APO01	Define and agree performance objectives and KPIs at local level specific to airport operations in accordance with A-CDM Manual guidelines		by:-
SARAJEVO Airport	-	0%	
	A stricted at the strate of th		Late
	Activity started (e.g. Project kicked-off)	10%	N
:	L Activity started (e.g. Project Ricked-off) Local A-CDM committee established with all Stakeholders involved	10%	N 31/12/2021 N
			N 31/12/2021
	2 Local A-CDM committee established with all Stakeholders involved	10%	N 31/12/2021 N 31/12/2021 N
	2 Local A-CDM committee established with all Stakeholders involved 3 Performance objectives and KPIs drafted	10%	N 31/12/2021 N 31/12/2021 N 31/12/2021 N
:	2 Local A-CDM committee established with all Stakeholders involved 3 Performance objectives and KPIs drafted 4 Performance objectives and KPIs agreed by all parties 5 Define and implement local airport operations procedures for information sharing through Letters of Agreement (LoAs) and/or Memorandum of	10%	N 31/12/2021 N 31/12/2021 N 31/12/2021 N 31/12/2021
AOP05-APO02 SARAJEVO Airport	2 Local A-CDM committee established with all Stakeholders involved 3 Performance objectives and KPIs drafted 4 Performance objectives and KPIs agreed by all parties 5 Define and implement local airport operations procedures for information sharing through Letters of Agreement (LoAs) and/or Memorandum of	10% 30% 50%	N 31/12/2021 N 31/12/2021 N 31/12/2021 N 31/12/2021 by:-
AOP05-APO02 SARAJEVO Airport	Local A-CDM committee established with all Stakeholders involved Performance objectives and KPIs drafted Performance objectives and KPIs agreed by all parties 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 -	10% 30% 50%	N 31/12/2021 N 31/12/2021 N 31/12/2021 N 31/12/2021 by:- Late N
AOP05-APO02 SARAJEVO Airport	Local A-CDM committee established with all Stakeholders involved Performance objectives and KPIs drafted Performance objectives and KPIs agreed by all parties 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 - L Activity started (e.g. Project kicked-off) Information sharing principles/procedures defined and information	10% 30% 50% 0% 10%	N 31/12/2021 N 31/12/2021 N 31/12/2021 N 31/12/2021 by:- Late N 31/12/2021 N

	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
All port	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
<u> </u>	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

	Time Pased Congretion		
AOP10	Time-Based Separation Timescales:	%	Not Applicable
AOFIU	- not applicable -	/0	Not Applicable
	LQSA - Sarajevo Airport		
	(Outside Applicability Area)		
Not applicable to 9	Sarajevo airport.(LQSA not PCP airport)		-
REG (By:12/2023)			
BHDCA		%	Not Applicable
LQSA not PCP airpo	ort -		-
AOP10-REG01	Publish TBS operations procedures in national aeronautical information		by
	publications		by:-
BHDCA	-	%	Not Applicable
1	Activity started (e.g. Project kicked-off)	10%	NA
			-
	Activity started - not applicable.		
2	Procedures for TBS operations have been drafted by the ANSP and provided to the Regulator	30%	NA NA
Commont:	Not applicable.		-
3			NA
	Trocedures for 195 operations have been validated	35%	-
Comment:	Not applicable.		<u> </u>
4	Procedures for TBS operations have been published by the ANSP in the		NA
	local/State AIP	25%	-
Comment:	Not applicable.		
ASP (By:12/2023)			
BHANSA		%	Not Applicable
LQSA not PCP airpo	ort -		-
AOP10-ASP01	Ensure AMAN system is compatible with TBS support tool		by:-
BHANSA	-	%	Not Applicable
1	Activity started (e.g. Project kicked-off)	10%	NA
		1070	-
2	FDPS and AMAN system are compatible with the TBS support tool	30%	NA
			-
3	CWP is modified to display headwind independent time based separation	30%	NA NA
4	TBS support tool is able to calculate headwind independent time based		- N
4	separation	100%	IN -
AOP10-ASP02	Modify CWP to integrate TBS Support tool with safety nets		by:-
BHANSA	-	%	Not Applicable
1	Activity started (e.g. Project kicked-off)		NA
		10%	-
2	CWP modification to integrate TBS support tool has been procured (if	200/	NA
	necessary)	30%	-
3	CWP modification to integrate TBS support tool has been installed	35%	NA
		3370	-
4		25%	NA
	validated and is available for operational use		-
AOP10-ASP03	Local MET info with actual glide-slope wind conditions to be provided into		by:-
DHANGA	TBS Support tool	0/	
BHANSA 1	Activity started (e.g. Project kicked-off)	%	Not Applicable NA
	Activity started (e.g. Froject Kicked-Off)	10%	INA -
2	Local meteorological information providing actual glide slope wind		NA NA
	conditions to the TBS support tool has been tested & validated	65%	-
			I.

3	Local meteorological information providing actual glide slope wind	250/	NA
	conditions is fed into the TBS support tool	25%	-
	TBS Support tool to provide automatic monitoring and alerting of non-		b
	conformant behaviours, infringements, wrong aircraft		by:-
	-	%	Not Applicable
1	Activity started (e.g. Project kicked-off)	100/	NA
		10%	-
2	A TBS support tool has been procured	200/	NA
		30%	-
3	A TBS support tool has been installed		NA
	''	60%	-
	Implement procedures for TBS operations		by:-
	-	%	Not Applicable
1	Activity started (e.g. Project kicked-off)	400/	NA
		1 10%	-
2	Procedures for TBS operations have been drafted	200/	NA
	·	30%	-
3	Procedures for TBS operations have been tested & validated	250/	NA
	·	35%	-
4	Procedures for TBS operations have been implemented are in operational		NA
	use and have been published in the local/State AIP	25%	-
	Train controllers (Tower and Approach) on TBS operations		by:-
	-	%	Not Applicable
1	Activity started (e.g. Project kicked-off)	400/	NA
		10%	-
2	The training of Tower and Approach Controllers on the procedures and		NA
	_ ''	4 0%	-
3			NA
_	in a sum of a state of the sum of	50%	
	1 2 3 4 1 2	conditions is fed into the TBS support tool TBS Support tool to provide automatic monitoring and alerting of non-conformant behaviours, infringements, wrong aircraft - 1 Activity started (e.g. Project kicked-off) 2 A TBS support tool has been procured 3 A TBS support tool has been installed Implement procedures for TBS operations - 1 Activity started (e.g. Project kicked-off) 2 Procedures for TBS operations have been drafted 3 Procedures for TBS operations have been tested & validated 4 Procedures for TBS operations have been implemented are in operational use and have been published in the local/State AIP Train controllers (Tower and Approach) on TBS operations - 1 Activity started (e.g. Project kicked-off) 2 The training of Tower and Approach Controllers on the procedures and practices to TBS is ongoing	conditions is fed into the TBS support tool TBS Support tool to provide automatic monitoring and alerting of non- conformant behaviours, infringements, wrong aircraft -

	Initial Airport Operations Plan		
AOP11	Timescales:	0%	Not yet planned
	- not applicable -		,
	LQSA - Sarajevo Airport (Outside Applicability Area)		
-			-
ASP (By:12/2021)			
BHANSA		%	Not Applicable
Not applicable to S			-
AOP11-ASP01 BHANSA	Provide the required information to the AOP	%	by:- Not Applicable
	Not applicable to Sarajevo airport-	70	Not Applicable
1			N
_		10%	31/12/2021
Comment:	Not started		
2	A local agreement for the provision of AOP elements with the APO has	40%	N
	been signed	40%	31/12/2021
Comment:			T
3	The ANSP is providing the AOP information to the APO	25%	N
6	Ni- and		31/12/2021
Comment:			N
4	The ANSP is maintaining the information to the AOP constantly ensuring the appropriate quality	25%	31/12/2021
Comment:		 nsuring th	
	quality.		ie appropriate
I	Explain situation/plans:		
	Explain situation/plans: This is a new objective. Data/information regarding "Provide the required in	nformatio	on to the AOP" not
		nformatio	on to the AOP" not
ADO (D.::13/2021)	This is a new objective. Data/information regarding "Provide the required in	nformatio	on to the AOP" not
APO (By:12/2021)	This is a new objective. Data/information regarding "Provide the required in provided by Bosnia and Herzegovina Air Navigation Services Agency.		
SARAJEVO Airport	This is a new objective. Data/information regarding "Provide the required in provided by Bosnia and Herzegovina Air Navigation Services Agency.	nformatio	Not yet planned
SARAJEVO Airport Not applicable to S	This is a new objective. Data/information regarding "Provide the required in provided by Bosnia and Herzegovina Air Navigation Services Agency. arajevo airport-		Not yet planned
SARAJEVO Airport Not applicable to S AOP11-APO01	This is a new objective. Data/information regarding "Provide the required in provided by Bosnia and Herzegovina Air Navigation Services Agency.	0%	
SARAJEVO Airport Not applicable to S AOP11-APO01 SARAJEVO	This is a new objective. Data/information regarding "Provide the required in provided by Bosnia and Herzegovina Air Navigation Services Agency. arajevo airport-		Not yet planned
SARAJEVO Airport Not applicable to S AOP11-APO01 SARAJEVO Airport	This is a new objective. Data/information regarding "Provide the required in provided by Bosnia and Herzegovina Air Navigation Services Agency. arajevo airport- Set up and manage the Airport Operational Plan	0%	Not yet planned - by:-
SARAJEVO Airport Not applicable to S AOP11-APO01 SARAJEVO Airport	This is a new objective. Data/information regarding "Provide the required in provided by Bosnia and Herzegovina Air Navigation Services Agency. arajevo airport- Set up and manage the Airport Operational Plan Not applicable to Sarajevo airport-	0%	Not yet planned - by:-
SARAJEVO Airport Not applicable to S AOP11-APO01 SARAJEVO Airport Comment:	This is a new objective. Data/information regarding "Provide the required in provided by Bosnia and Herzegovina Air Navigation Services Agency. arajevo airport- Set up and manage the Airport Operational Plan Not applicable to Sarajevo airport-	0%	Not yet planned - by:- Not yet planned
SARAJEVO Airport Not applicable to S AOP11-APO01 SARAJEVO Airport Comment:	This is a new objective. Data/information regarding "Provide the required in provided by Bosnia and Herzegovina Air Navigation Services Agency. arajevo airport- Set up and manage the Airport Operational Plan Not applicable to Sarajevo airport- Activity started (e.g. Project kicked-off) All the stakeholders relevant to the Airport Operation Plan (AOP) have	0% 0%	Not yet planned - by:- Not yet planned N 31/12/2021 N
SARAJEVO Airport Not applicable to S AOP11-APO01 SARAJEVO Airport Comment:	This is a new objective. Data/information regarding "Provide the required in provided by Bosnia and Herzegovina Air Navigation Services Agency. arajevo airport- Set up and manage the Airport Operational Plan Not applicable to Sarajevo airport- Activity started (e.g. Project kicked-off) All the stakeholders relevant to the Airport Operation Plan (AOP) have been identified	0%	Not yet planned - by:- Not yet planned N 31/12/2021
SARAJEVO Airport Not applicable to S AOP11-APO01 SARAJEVO Airport Comment:	This is a new objective. Data/information regarding "Provide the required in provided by Bosnia and Herzegovina Air Navigation Services Agency. arajevo airport- Set up and manage the Airport Operational Plan Not applicable to Sarajevo airport- Activity started (e.g. Project kicked-off) All the stakeholders relevant to the Airport Operation Plan (AOP) have been identified Local agreements for the provision of AOP information have been signed	0% 0% 10%	Not yet planned - by:- Not yet planned N 31/12/2021 N 31/12/2021 N
SARAJEVO Airport Not applicable to S AOP11-APO01 SARAJEVO Airport Comment: 1 2	This is a new objective. Data/information regarding "Provide the required in provided by Bosnia and Herzegovina Air Navigation Services Agency. arajevo airport- Set up and manage the Airport Operational Plan Not applicable to Sarajevo airport- Activity started (e.g. Project kicked-off) All the stakeholders relevant to the Airport Operation Plan (AOP) have been identified Local agreements for the provision of AOP information have been signed with the relevant stakeholders	0% 0%	Not yet planned by:- Not yet planned N 31/12/2021 N 31/12/2021 N 31/12/2021
SARAJEVO Airport Not applicable to S AOP11-APO01 SARAJEVO Airport Comment: 1	This is a new objective. Data/information regarding "Provide the required in provided by Bosnia and Herzegovina Air Navigation Services Agency. arajevo airport- Set up and manage the Airport Operational Plan Not applicable to Sarajevo airport- Activity started (e.g. Project kicked-off) All the stakeholders relevant to the Airport Operation Plan (AOP) have been identified Local agreements for the provision of AOP information have been signed	0% 0% 10%	Not yet planned by:- Not yet planned N 31/12/2021 N 31/12/2021 N 31/12/2021 N
SARAJEVO Airport Not applicable to S AOP11-APO01 SARAJEVO Airport Comment: 2 3	This is a new objective. Data/information regarding "Provide the required in provided by Bosnia and Herzegovina Air Navigation Services Agency. arajevo airport- Set up and manage the Airport Operational Plan Not applicable to Sarajevo airport- Activity started (e.g. Project kicked-off) All the stakeholders relevant to the Airport Operation Plan (AOP) have been identified Local agreements for the provision of AOP information have been signed with the relevant stakeholders The Airport Operation Plan has been approved and release	0% 0% 10% 15% 25%	Not yet planned by:- Not yet planned N 31/12/2021 N 31/12/2021 N 31/12/2021 N 31/12/2021
SARAJEVO Airport Not applicable to S AOP11-APO01 SARAJEVO Airport Comment: 1 2 3 4 AOP11-APO02	This is a new objective. Data/information regarding "Provide the required in provided by Bosnia and Herzegovina Air Navigation Services Agency. arajevo airport- Set up and manage the Airport Operational Plan Not applicable to Sarajevo airport- Activity started (e.g. Project kicked-off) All the stakeholders relevant to the Airport Operation Plan (AOP) have been identified Local agreements for the provision of AOP information have been signed with the relevant stakeholders	0% 0% 10% 15% 25% 50%	Not yet planned by:- Not yet planned N 31/12/2021 N 31/12/2021 N 31/12/2021 N 31/12/2021 by:-
SARAJEVO Airport Not applicable to S AOP11-APO01 SARAJEVO Airport Comment: 2 3 4 AOP11-APO02 SARAJEVO	This is a new objective. Data/information regarding "Provide the required in provided by Bosnia and Herzegovina Air Navigation Services Agency. arajevo airport- Set up and manage the Airport Operational Plan Not applicable to Sarajevo airport- Activity started (e.g. Project kicked-off) All the stakeholders relevant to the Airport Operation Plan (AOP) have been identified Local agreements for the provision of AOP information have been signed with the relevant stakeholders The Airport Operation Plan has been approved and release	0% 0% 10% 15% 25%	Not yet planned by:- Not yet planned N 31/12/2021 N 31/12/2021 N 31/12/2021 N 31/12/2021
SARAJEVO Airport Not applicable to S AOP11-APO01 SARAJEVO Airport Comment: 1 2 3 4 AOP11-APO02	This is a new objective. Data/information regarding "Provide the required in provided by Bosnia and Herzegovina Air Navigation Services Agency. arajevo airport- Set up and manage the Airport Operational Plan Not applicable to Sarajevo airport- Activity started (e.g. Project kicked-off) All the stakeholders relevant to the Airport Operation Plan (AOP) have been identified Local agreements for the provision of AOP information have been signed with the relevant stakeholders The Airport Operation Plan has been approved and release Provide the required information to the AOP -	0% 0% 10% 15% 25% 50%	Not yet planned by:- Not yet planned N 31/12/2021 N 31/12/2021 N 31/12/2021 N 31/12/2021 by:-
SARAJEVO Airport Not applicable to S AOP11-APO01 SARAJEVO Airport Comment: 2 3 4 AOP11-APO02 SARAJEVO Airport	This is a new objective. Data/information regarding "Provide the required in provided by Bosnia and Herzegovina Air Navigation Services Agency. arajevo airport- Set up and manage the Airport Operational Plan Not applicable to Sarajevo airport- Activity started (e.g. Project kicked-off) All the stakeholders relevant to the Airport Operation Plan (AOP) have been identified Local agreements for the provision of AOP information have been signed with the relevant stakeholders The Airport Operation Plan has been approved and release Provide the required information to the AOP -	0% 0% 10% 15% 25% 50%	Not yet planned by:- Not yet planned N 31/12/2021 N 31/12/2021 N 31/12/2021 N 31/12/2021 by:-
SARAJEVO Airport Not applicable to S AOP11-APO01 SARAJEVO Airport Comment: 2 3 4 AOP11-APO02 SARAJEVO Airport Comment: Comment:	This is a new objective. Data/information regarding "Provide the required in provided by Bosnia and Herzegovina Air Navigation Services Agency. arajevo airport- Set up and manage the Airport Operational Plan Not applicable to Sarajevo airport- Activity started (e.g. Project kicked-off) All the stakeholders relevant to the Airport Operation Plan (AOP) have been identified Local agreements for the provision of AOP information have been signed with the relevant stakeholders The Airport Operation Plan has been approved and release Provide the required information to the AOP Not applicable to Sarajevo airport-	0% 0% 10% 15% 25% 50%	Not yet planned by:- Not yet planned N 31/12/2021 N 31/12/2021 N 31/12/2021 N 31/12/2021 by:- Not yet planned
SARAJEVO Airport Not applicable to S AOP11-APO01 SARAJEVO Airport Comment: 2 3 4 AOP11-APO02 SARAJEVO Airport Comment: Comment:	This is a new objective. Data/information regarding "Provide the required in provided by Bosnia and Herzegovina Air Navigation Services Agency. arajevo airport- Set up and manage the Airport Operational Plan Not applicable to Sarajevo airport- Activity started (e.g. Project kicked-off) All the stakeholders relevant to the Airport Operation Plan (AOP) have been identified Local agreements for the provision of AOP information have been signed with the relevant stakeholders The Airport Operation Plan has been approved and release Provide the required information to the AOP Not applicable to Sarajevo airport- Activity started (e.g. Project kicked-off)	0% 0% 10% 15% 25% 50% 10%	Not yet planned
SARAJEVO Airport Not applicable to S AOP11-APO01 SARAJEVO Airport Comment: 2 3 4 AOP11-APO02 SARAJEVO Airport Comment: 1 2 AOP11-APO02 SARAJEVO Airport Comment: 2	This is a new objective. Data/information regarding "Provide the required in provided by Bosnia and Herzegovina Air Navigation Services Agency. arajevo airport- Set up and manage the Airport Operational Plan Not applicable to Sarajevo airport- Activity started (e.g. Project kicked-off) All the stakeholders relevant to the Airport Operation Plan (AOP) have been identified Local agreements for the provision of AOP information have been signed with the relevant stakeholders The Airport Operation Plan has been approved and release Provide the required information to the AOP Not applicable to Sarajevo airport- Activity started (e.g. Project kicked-off) The APO is providing the AOP elements (core and supporting) to the AOP	0% 0% 10% 15% 25% 50%	Not yet planned by:- Not yet planned N 31/12/2021 N 31/12/2021 N 31/12/2021 by:- Not yet planned N 31/12/2021 by:- Not 31/12/2021 N 31/12/2021 N 31/12/2021
SARAJEVO Airport Not applicable to S AOP11-APO01 SARAJEVO Airport Comment: 2 3 4 AOP11-APO02 SARAJEVO Airport Comment: 1	This is a new objective. Data/information regarding "Provide the required in provided by Bosnia and Herzegovina Air Navigation Services Agency. arajevo airport- Set up and manage the Airport Operational Plan Not applicable to Sarajevo airport- Activity started (e.g. Project kicked-off) All the stakeholders relevant to the Airport Operation Plan (AOP) have been identified Local agreements for the provision of AOP information have been signed with the relevant stakeholders The Airport Operation Plan has been approved and release Provide the required information to the AOP Not applicable to Sarajevo airport- Activity started (e.g. Project kicked-off) The APO is providing the AOP elements (core and supporting) to the AOP	0% 0% 10% 15% 25% 50% 10%	Not yet planned

AOP11-APO03	Train all relevant personnel		by:-
SARAJEVO Airport	-	0%	Not yet planned
Comment:	Not applicable to Sarajevo airport-		
1	Activity started (e.g. Project kicked-off)	10%	N
		10%	31/12/2021
3	The training of the relevant personnel on the procedures and practices to	40%	N
	the AOP is ongoing	40%	31/12/2021
4	The training of the relevant personnel on the procedures and practices to	50%	N
	the AOP has been completed	30%	31/12/2021

AOP12	Improve Runway and Airfield Safety with Conflicting ATC Clearances (CATC) Detection and Conformance Monitoring Alerts for Controllers (CMAC) <u>Timescales:</u> - not applicable -	%	Not Applicable
	LQSA - Sarajevo Airport (Outside Applicability Area)		
Not applicable.			-
ASP (By:12/2020)			
BHANSA		%	Not Applicable
-	-		-
AOP12-ASP01	Install required 'Airport Safety Nets'		by:-
BHANSA	-	%	Not Applicable
1	Activity started (e.g. Project kicked-off)	10%	NA
			-
Comment:	•		ALA.
2	Airport Safety Nets function defined and appropriate system (if	30%	NA
Comment:	necessary) procured		-
	Airport Safety Nets function support system (if required) installed		NA
3	All port safety Nets function support system (in required) installed	35%	INA -
Comment:	N/A		
	Airport Safety Nets function tested, validated and in operational use		NA
7	This port surety reces runction tested, validated and in operational asc	25%	-
Comment:	N/A		
AOP12-ASP02	Train aerodrome control staff on the functionality of 'Airport Safety Nets'		by:-
BHANSA	-	%	Not Applicable
1	Activity started (e.g. Project kicked-off)	100/	NA
		10%	-
Comment:	N/A		
2	Training on the Airport Safety Nets functionality ongoing	40%	NA
			-
Comment:	,		
3	Training on the Airport Safety Nets functionality completed	50%	NA
		3070	-
Comment:			
SARAJEVO Airport		%	Not Applicable
N/A	-		-
AOP12-ASP03	Implement digital systems such as electronic flight strips (EFS)		by:-
SARAJEVO	-	%	Not Applicable
Airport	Activity started (e.g. Project kicked-off)		NIA
1	Activity Started (e.g. Project kicked-off)	10%	NA
Comment:	N/A		<u>-</u>
	Digital systems (such as EFS) procured		NA
2	Signal Systems (Such as Ers) procured	30%	-
Comment:	N/A	I	<u> </u>
	Digital systems (such as EFS) installed		NA
_	, , , , ,	35%	-
Comment:	N/A		
	Digital systems (such as EFS) tested, validated and available for	350/	NA
	operational use	25%	
Comment:	N/A		
APO (By:12/2020)			

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

	Automated Assistance to Controller for Surface Movement Planning		
40042	and Routing	0/	Not Assistants
AOP13	<u>Timescales:</u>	%	Not Applicable
	- not applicable -		
	LQSA - Sarajevo Airport (Outside Applicability Area)		
Not applicable	(acceptance of the control of the co		-
REG (By:12/2023			
BHDCA		%	Not Applicable
Not applicable	-	-	-
AOP13-REG01	Coordination and final official approval of procedures by the local		
	regulator is required		by:-
BHDCA	-	%	Not Applicable
	Activity started (e.g. Project kicked-off)	100/	N
		10%	-
	Request for operational approval and relevant material received by the	CEO/	N
	competent authority	65%	-
;	Relevant material verified and operational approval granted	250/	N
		25%	-
ASP (By:12/2023)			
BHANSA		%	Not Applicable
-	-		-
AOP13-ASP01	Upgrade ATS systems to support automated assistance to air traffic		
	controllers for surface movement planning and routing		by:-
BHANSA	-	%	Not Applicable
	Activity started (e.g. Project kicked-off)	4.00/	N
		10%	-
	New/upgraded ATS systems to support automated assistance to ATCOs	200/	N
	surface movement planning and routing procured	30%	-
;	New/upgraded ATS systems to support automated assistance to ATCOs	60%	N
	surface movement planning and routing installed	0076	-
AOP13-ASP02	Ensure the planning and routing function is used to optimise pre-		by:-
	departure sequencing		
BHANSA	-	%	Not Applicable
	1 Activity started (e.g. Project kicked-off)	10%	N
			-
•	New/upgraded A-SMGCS and A-CDM system supporting interaction of	30%	N
	DMAN and planning and routing function procured		-
:	New/upgraded A-SMGCS and A-CDM system supporting interaction of	60%	N
10010 1000	DMAN and planning and routing function installed		-
AOP13-ASP03	Implement operational procedures implementing automated assistance		by:-
DUANCA	to air traffic controllers for surface movement planning and routing	0/	Not Applicable
BHANSA	- 1 Activity started (e.g. Project kicked-off)	%	Not Applicable N
	Activity Started (e.g. Froject Nickeu-Off)	10%	IN _
	2 Procedures for automated assistance to ATCOs for surface movement		N N
•	planning and routing drafted	30%	
	3 Procedures for automated assistance to ATCOs for surface movement		N
,	planning and routing agreed, tested & validated	35%	_
	Procedures for automated assistance to ATCOs for surface movement		N
	planning and routing implemented	25%	
AOP13-ASP04	Develop, and deliver as necessary, a safety assessment of the changes		
2. 23	imposed by the implementation of automated assistance to air traffic		by:-

BHANSA	-	%	Not Applicable
1	Activity started (e.g. Project kicked-off)	10%	N
		10%	-
2	Safety Assessment drafted	30%	N
		30%	-
3	Safety Assessment delivered to the competent authority	60%	N
		00%	-
AOP13-ASP05	Train all operational personnel concerned in the use of automated		by:-
	assistance for surface movement planning and routing		Dy
BHANSA	-	%	Not Applicable
1	Activity started (e.g. Project kicked-off)	10%	N
		10%	-
2	Training ongoing	40%	N
		40%	-
3	Training completed	50%	N
		30%	-

AOP14	Remote Tower Services Applicability and timescale: Local	%	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
	ilable in ATC system and operationally used		13/11/2014
ASP (By:01/2013)			
BHANSA		100%	Completed
	lable 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
	STCA function available in ATC system and operationally used		
1	Activity started (e.g. Project kicked-off)	10%	Υ
		1070	07/04/2009
2	The upgrade of ground systems to support the STCA function has been	30%	Υ
	procured	30%	13/11/2014
3	The upgrade of ground systems to support the STCA function has been	35%	Υ
	installed		13/11/2014
4	The upgrade of ground systems to support the STCA function is tested,	25%	Υ
	validated and in operational use	23/0	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%	Υ
		10/0	07/04/2009
2	Training for the concerned personnel is ongoing	40%	Υ
		40/0	13/11/2014
3	Training for the concerned personnel is completed	50%	Υ
		30%	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%	Υ
		10/0	07/04/2009
2	Safety Assessment drafted	30%	Υ
		30%	15/07/2014
3	Safety Assessment delivered to the competent authority	60%	Υ
		00%	15/07/2014

	Ground Based Safety Note		
	Ground-Based Safety Nets Timescales:		
ATC02.8	Initial operational capability: 01/01/2009	100%	Completed
	Full operational capability: 31/12/2016		
APW function is in	nplemented in the ATC system, and is operationally used.	1	
	d at Sarajevo APP and in operations		13/11/2014
-	no need (and plan) to implement MSAW		
ASP (By:12/2016)			
BHANSA		100%	Completed
APW function is im	plemented in the ATC system, and is operationally used.		
APM implemented	at Sarajevo APP and in operations		13/11/2014
Currently there is r	no need (and plan) to implement MSAW		
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%	Υ
		10/6	07/04/2009
2	The upgrade of ground systems to support the APW function has been	30%	Υ
	procured	3070	13/11/2014
3	10 0 , 11	35%	Υ
	installed	3370	13/11/2014
4		25%	Υ
	validated and in operational use		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
	APW function is implemented in the ATC system, and is operationally used	by ATCOs	
1	Activity started (e.g. Project kicked-off)	10%	Υ
			07/04/2009
2	Training for the concerned personnel is ongoing	40%	Υ
3	Training for the concerned personnel has been completed		13/11/2014 Y
3	Training for the concerned personner has been completed	50%	13/11/2014
ATC02.8-ASP03	Implement the MSAW function		by:31/12/2016
BHANSA		%	Not Applicable
	Currently there is no need (and plan) to implement MSAW	/0	140t Applicable
	Activity started (e.g. Project kicked-off)		NA
_	Thethirty started (e.g. 1 roject kicked only	10%	-
2	The upgrade of ground systems to support the MSAW function has been		NA
_	procured	30%	-
3			NA
	installed	35%	-
Comment:	Detailed plan will be made in due course.		
4		2501	NA
	validated and in operational use	25%	-
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
		1070	-
2	Training for the concerned personnel is ongoing	40%	NA
		10/0	-
3	Training for the concerned personnel has been completed	50%	NA
		3070	-
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)	100/	Υ
		10%	01/01/2008
2	The upgrade of ground systems to support the APM function has been	30%	Υ
	procured by the ANSP		01/01/2009
3	The upgrade of ground systems to support the APM function has been	35%	Υ
	installed	33/0	01/01/2009
4	The upgrade of ground systems to support the APM function is tested,	25%	Υ
	validated and in operational use		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%	Υ
		10%	01/01/2008
2	Training for the concerned personnel is ongoing	40%	Υ
		40%	01/01/2009
3	Training for the concerned personnel has been completed	50%	Y
		30%	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
	EVO FIR are class E, and this objective is not relevant for implementation		-
ASP (By:12/2020)			
BHANSA		%	Not Applicable
All TMAs in SARAJ implementation	EVO FIR are class E, and this objective is not relevant for -		-
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	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 TMAhas been approved/released by the ANSP	20%	N -
4	Training for the concerned personnel is ongoing	40%	N -
ATC02.9-ASP04	Develop a local safety assessment		by:-
BHANSA	-	%	Not Applicable
	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 -

	AMAN Tools and Procedures		
ATC07.1	Timescales:	%	Not Applicable
	- not applicable -		
	LQSA - Sarajevo Airport		
	(Outside Applicability Area)		
	govina is outside the applicability area. At this stage there is no plan to im	-	
	main complexity with Sarajevo airport is the interaction between arrival a flows. There is no operational justification for the implementation of this		-
ASP (By:12/2019)		objective.	
BHANSA		%	Not Applicable
	e is no plan to implement arrival tools. The main complexity -	/0	NOT Applicable
	port is the interaction between arrival and departure traffic		
	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
		1070	-
:	2 System/Function procured	30%	NA
		20,0	-
;	System/Function installed	60%	NA
ATCOZ 4 10000			-
ATC07.1-ASP02	Implement initial basic AMAN procedures	0/	by:-
BHANSA	- 1. Askinitus standard (s. s. Dusiast kiekad aff)	%	Not Applicable
	1 Activity started (e.g. Project kicked-off)	10%	NA
	2 Procedures for operational use of basic AMAN tools drafted		NA
•	1 rocedures for operational use of basic AlviAlv tools drafted	30%	-
:	Procedures agreed, tested & validated		NA
		35%	-
	Procedures implemented, i.e. basic AMAN tools in operational use	250/	NA
		25%	-
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
		1070	-
	Adaptation of TMA organisation is drafted	30%	NA
	2 Adamstatian of TAAA annomination in a late of the late of	-	-
:	Adaptation of TMA organisation is agreed, tested and validated	35%	NA
	4 Adaptation of TMA organisation is implemented so that it can		- NA
•	accommodate the operational use of basic AMAN	25%	INA -
ATC07.1-ASP04	Adapt ground ATC systems to support basic AMAN functions		by:-
BHANSA	-	%	Not Applicable
	Activity started (e.g. Project kicked-off)		NA
	, , , , , , , , , , , , , , , , , , , ,	10%	-
	New ATC System compliant to basic AMAN tool procured, or existing	2001	NA
	system adapted accordingly	30%	-
	New or adapted ATC System tested & validated	250/	NA
		35%	
-	New or adapted ATC System deployed & available for operational use	25%	NA
		2370	-

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 requirement	, FDPS system is expected to be updated by 2019, and MTCD function is on	e of the	31/12/2021	
ASP (By:12/2021)				
BHANSA		22%	Ongoing	
According to plans, function is one of t	FDPS system is expected to be updated by 2019, and MTCD - he requirement		31/12/2021	
ATC12.1-ASP01	Implement MTCD and associated procedures		by:31/12/2021	
BHANSA	-	0%	Planned	
	According to plans, FDPS system is expected to be updated by 2019, and M requirement	TCD funct		
1	Project/task to implement MTCD and resolution support functions has been kicked off	10%	N 31/12/2021	
Comment:			, , , , , , , , , , , ,	
2	MTCD have been procured	30%	N 31/12/2021	
Comment:				
	MTCD have been installed, tested, validated and ready for operational use	35%	N 31/12/2021	
Comment:				
4	MTCD are used operationally	25%	N	
		23/0	31/12/2021	
ATC12.1-ASP02	Implement resolution support function and associated procedures		by:31/12/2021	
BHANSA		40%	Ongoing	
	Activity started (e.g. Project kicked-off)	10%	Y 09/05/2018	
Comment:	Contract signed about ATM system upgrade			
2	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	
	New/upgraded ATM system supporting resolution support function in the context of MTCD are tested, validated and in operational use Procedures implementing resolution support function in the context of MTCD used operationally	35% 25%		
	New/upgraded ATM system supporting resolution support function in the context of MTCD are tested, validated and in operational use Procedures implementing resolution support function in the context of		25/04/2019 N	
4	New/upgraded ATM system supporting resolution support function in the context of MTCD are tested, validated and in operational use Procedures implementing resolution support function in the context of MTCD used operationally		25/04/2019 N 25/04/2019	
4 ATC12.1-ASP03	New/upgraded ATM system supporting resolution support function in the context of MTCD are tested, validated and in operational use Procedures implementing resolution support function in the context of MTCD used operationally Implement TCT and associated procedures -	25%	25/04/2019 N 25/04/2019 by:31/12/2021 Planned	
4 ATC12.1-ASP03 BHANSA	New/upgraded ATM system supporting resolution support function in the context of MTCD are tested, validated and in operational use Procedures implementing resolution support function in the context of MTCD used operationally Implement TCT and associated procedures - According to plans, FDPS system is expected to be updated by 2019, and M requirement	25%	25/04/2019 N 25/04/2019 by:31/12/2021 Planned	
ATC12.1-ASP03 BHANSA Comment:	New/upgraded ATM system supporting resolution support function in the context of MTCD are tested, validated and in operational use Procedures implementing resolution support function in the context of MTCD used operationally Implement TCT and associated procedures - According to plans, FDPS system is expected to be updated by 2019, and M requirement Project/task to implement TCT and resolution support functions has been	25% 0% TCD funct	25/04/2019 N 25/04/2019 by:31/12/2021 Planned tion is one of the N	
ATC12.1-ASP03 BHANSA Comment: 1	New/upgraded ATM system supporting resolution support function in the context of MTCD are tested, validated and in operational use Procedures implementing resolution support function in the context of MTCD used operationally Implement TCT and associated procedures - According to plans, FDPS system is expected to be updated by 2019, and M requirement Project/task to implement TCT and resolution support functions has been kicked off	25% 0% TCD funct 10%	25/04/2019 N 25/04/2019 by:31/12/2021 Planned tion is one of the N 31/12/2021 N	
ATC12.1-ASP03 BHANSA Comment: 1	New/upgraded ATM system supporting resolution support function in the context of MTCD are tested, validated and in operational use Procedures implementing resolution support function in the context of MTCD used operationally Implement TCT and associated procedures - According to plans, FDPS system is expected to be updated by 2019, and M requirement Project/task to implement TCT and resolution support functions has been kicked off TCT have been procured	25% 0% TCD funct 10% 30%	25/04/2019 N 25/04/2019 by:31/12/2021 Planned tion is one of the N 31/12/2021 N 31/12/2021	
ATC12.1-ASP03 BHANSA Comment: 1 2 Comment:	New/upgraded ATM system supporting resolution support function in the context of MTCD are tested, validated and in operational use Procedures implementing resolution support function in the context of MTCD used operationally Implement TCT and associated procedures - According to plans, FDPS system is expected to be updated by 2019, and M requirement Project/task to implement TCT and resolution support functions has been kicked off TCT have been procured	25% 0% TCD funct 10% 30%	25/04/2019 N 25/04/2019 by:31/12/2021 Planned tion is one of the N 31/12/2021 N 31/12/2021 N 31/12/2021	
ATC12.1-ASP03 BHANSA Comment: 1 2 Comment:	New/upgraded ATM system supporting resolution support function in the context of MTCD are tested, validated and in operational use Procedures implementing resolution support function in the context of MTCD used operationally Implement TCT and associated procedures - According to plans, FDPS system is expected to be updated by 2019, and M requirement Project/task to implement TCT and resolution support functions has been kicked off TCT have been procured TCT have been installed, tested, validated and ready for operational use	25% 0% TCD funct 10% 30% 35%	25/04/2019 N 25/04/2019 by:31/12/2021 Planned tion is one of the N 31/12/2021 N 31/12/2021 N 31/12/2021	

Comment:	According to plans, FDPS system is expected to be updated by 2019, and N requirement	ITCD funct	ion is one of the
1	Project/task to implement MONA tool and related functions has been	100/	Υ
	kicked off	10%	09/05/2018
Comment:	Contract signed about ATM system upgrade		
2	MONA tool and related functions have been procured	200/	Υ
		30%	09/05/2018
Comment:	Contract signed about ATM system upgrade		
3	MONA tool and related functions have been installed, tested, validated	250/	N
	and ready for operational use	35%	25/04/2019
4	MONA tool and related functions are used operationally	350/	N
		25%	25/04/2019
ATC12.1-ASP05	Perform ATCO training for the use of CDT (MTCD and or TCT), resolution		by:31/12/2021
	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
		10%	25/04/2019
2	Training ongoing	40%	N
		40%	25/04/2019
3	Training completed	50%	N
		50%	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 M requirement	ITCD funct	ion is one of the
1	Activity started (e.g. Project kicked-off)	100/	Υ
		10%	31/10/2018
Comment:	FHA sent to BHCDA in October 2018.SSA and PSSA will be sent in February	2019	
2	Safety assessment drafted	400/	Υ
		40%	31/10/2018
3	Safety assessment delivered to the competent authority	50%	N
			28/02/2019
	FHA sent to BHCDA in October 2018.SSA and PSSA will be sent in February		

	Information Exchange with En-route in Support of AMAN		
	Timescales:		
ATC15.1	Initial operational capability: 01/01/2012	0%	Not yet planned
	Full operational capability: 31/12/2019		
No plan at present	due to lack of needs from adjacent ATSUs.		-
ASP (By:12/2019)			
BHANSA		0%	Not yet planned
	due to lack of needs from adjacent ATSUs.		_
	nentation will be periodically assessed		1 24/42/2040
ATC15.1-ASP01 BHANSA	Develop safety assessment for the changes	0%	by:31/12/2019
	Activity started (e.g. Project kicked-off)	0%	Not yet planned N
_	Activity started (e.g. Project Nicked-Off)	10%	-
2	Safety assessment drafted	400/	N
		40%	-
3	Safety assessment delivered to the competent authority	50%	N
		3070	-
Comment:	No plan at present. Its possible implementation will be assessed		
ATC15.1-ASP02	Adapt the ATC systems that will implement arrival management		
ATCIS.I-ASFUZ	functionality in En-Route sectors in support of AMAN operations in		by:31/12/2019
	adjacent/subjacent TMAs		37.31/12/2013
BHANSA	-	0%	Not yet planned
1	Activity started (e.g. Project kicked-off)	10%	N
		1070	-
2	AMAN function compliant to the use in En-Route developed/procured	30%	N
2	ANAAN function compliant to the use in En Deute installed		- 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		<u> </u>
ATC15.1-ASP03	Implement ATC procedures in En-Route airspace/sectors that will		h21/12/2010
	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		- N
3	riocedules for the use of AlviAlv function agreed, tested & validated	35%	-
4	Procedures for the use of AMAN function implemented, i.e. in operational	-	N
	use	25%	-
Comment:	No plan at present.		
ATC15 1 ACD04	Turin an austicural and tacknical staff and an data Turining Disc.		h24/42/2040
ATC15.1-ASP04 BHANSA	Train operational and technical staff and update Training Plans	0%	by:31/12/2019 Not yet planned
	Activity started (e.g. Project kicked-off)		Not yet planned
		10%	-
2	Training ongoing	400/	N
		40%	-
3	Training completed	50%	N
		3370	-
Comment:	No plan at present.		

	Arrival Management Extended to En-route Airspace		
ATC15.2	Timescales:	0%	Not yet planned
	Full operational capability: 31/12/2023		<i>'</i> '
No plan at present	t 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
	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
	I	1	32, 12, 2023

	Implement ACAS II compliant with TCAS II change 7.1		
ATC4C	Timescales:	4000/	Commission
ATC16	Initial operational capability: 01/03/2012	100%	Completed
	Full operational capability: 31/12/2015		
	monitoring of ACAS in the ATC environment is part of the incident occurrer ation and analysis process established by BHANSA.	ice	31/12/2018
REG (By:12/2015)			
BHDCA		100%	Completed
_	2/2011 is not transposed in B&H legislation, not implemented -		31/12/2018
in Bosnia and Herz			h24 /42 /2045
ATC16-REG01	Supervise compliance with regulatory provisions	4000/	by:31/12/2015
BHDCA	A still the standard (s. a. Duniant billion d. aff)	100%	Completed
1	Activity started (e.g. Project kicked-off)	10%	Y 21/12/2019
2	For your black all and a sound a joint fit in the Chate of Danisha you don't		31/12/2018
2	9 ,	30%	Υ 24 (42 (2040
	oversight are equipped with certified ACAS II equipment		31/12/2018
3		30%	Y 21/12/2019
4	certificate, in compliance with applicable EASA certification material Ensure that all concerned aircraft operators in the State of Registry under		31/12/2018 Y
4	,	200/	Y
	its oversight have received an operational approval in compliance with applicable EASA material	30%	31/12/2018
Comment:			
ATC16-REG02	Provide airworthiness certification		by:31/12/2015
BHDCA		100%	Completed
	Activity started (e.g. Project kicked-off)	100%	Y
1	Activity started (e.g. Project kicked-off)	10%	•
2	Dravida margantage of aircraft in the State of Desictary under its		31/12/2018 Y
2	Provide percentage of aircraft in the State of Registry under its responsibility having received airworthiness certification for ACAS II (TCAS	90%	Y
	7.1) (use the overwrite percentage box	3070	31/12/2018
Comment:		ogistry	
ATC16-REG03	Deliver operational approval for ACAS II version 7.1 equipped aircraft	egisti y.	by:31/12/2015
BHDCA	-	100%	Completed
	Activity started (e.g. Project kicked-off)	10070	Y
-	Netwick started (e.g. Project Netred 611)	10%	31/12/2018
2	Provide percentage of applicable aircraft having received operational		Υ Υ
_	approval for ACAS II version 7.1 (use the overwrite percentage box)	90%	31/12/2018
ASP (By:03/2012)	approve to the terror of the control		32/12/2010
BHANSA		100%	Completed
	monitoring of ACAS in the ATC environment is part of the -	100/0	
-	re reporting, investigation and analysis process established.		31/12/2017
ATC16-ASP01	Train controllers		by:01/03/2012
BHANSA	-	100%	Completed
	Activity started (e.g. Project kicked-off)		Y
_	Total total (o.g. 1 Tojout Money on)	10%	31/12/2017
2	Training ongoing		Υ
_		40%	31/12/2017
3	Training completed		Υ Υ
	J. J. S.	50%	31/12/2017
ATC16-ASP02	Establish ACAS II (TCAS II version 7.1) performance monitoring		by:01/03/2012
BHANSA	-	100%	Completed
	Activity started (e.g. Project kicked-off)		Y
_	, (. 6	10%	31/12/2017
2	System/upgrade procured, if necessary		Υ
	, , , , , , , , , , , , , , , , , , , ,	30%	31/12/2017

	Due and transfer insulance white a respectation of the proof.			Υ
3	· · · · · · · · · · · · · · · · · · ·		250/	Y
	ACAS in the ATC environment, by means of regular incident occ	currence	35%	31/12/2017
	reporting, investigation and analysis, have been drafted			
4	in the second control of the second control			Y
	environment, by means of regular incident occurrence reportir	ng,	25%	31/12/2017
	investigation and analysis, are in use			0-,, -0-:
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		by:31/12/2015
	version 7.1) capability			
Mil. Authority	-		%	Not Applicable
1	Activity started (e.g. Project kicked-off)		1.00/	N
			10%	-
2	Provide percentage of applicable service transport-type aircraf	t equipped	000/	N
	with ACAS II (TCAS 7.1) (use the overwrite percentage box)		90%	-
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)		4.00/	N
			10%	-
2	Training ongoing			N
			40%	-
3	Training completed			N
			50%	-

	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 Inplemented in the ATC system, supporting electronic coordination are	100% nd transfer	Completed 13/11/2014
ASP (By:12/2018)		4.000/	
BHANSA OLD function is im	plamantad in the ATC system supporting electronic	100%	Completed
coordination and t	plemented in the ATC system, supporting electronic - ransfer		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 proced (specifically PAC and COD)	dure	by:31/12/2018
BHANSA	BH ACC	100%	Completed
1	Project/task to implement ATC System to support OLDI Basic Procedu (specifically PAC and COD) has been kicked off	ures 10%	Y 07/04/2009
2	ATC System to support OLDI Basic Procedures (specifically PAC and C has been procured	OD) 30%	Y 13/11/2014
3	ATC System to support OLDI Basic Procedures (specifically PAC and C has been installed	OD) 35%	Y 13/11/2014
4	ATC System to support Basic Procedures (specifically PAC and COD) is used operationally	s 25%	Y 13/11/2014
ATC17-ASP03	Upgrade and put into service ATC system to support electronic dialog procedure in Transfer of communication process	gue	by:31/12/2018
BHANSA	BH ACC	100%	Completed
1	Project/task to implement ATC System to support electronic dialogue		Υ
	procedure in Transfer of communication process (ROF, COF, TIM, HO MAS and SDM) has been kicked off		07/04/2009
2	ATC System to support electronic dialogue procedure in Transfer of communication process (ROF, COF, TIM, HOP, MAS and SDM) has be procured	en 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 b installed	een 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 dialog procedure in Coordination process	gue	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 been kicked off		Y 07/04/2009
2		30%	Υ

	ATC System to support electronic dialogue procedure in coordination process (RAP, RRV, CDN, ACP, RJC and SBY) have been procured		13/11/2014
3		250/	Υ
	process (RAP, RRV, CDN, ACP, RJC and SBY) have been installed	35%	13/11/2014
4	ATC System to support electronic dialogue procedure in coordination	25%	Υ
	process (RAP, RRV, CDN, ACP, RJC and SBY) is used operationally	25%	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%	Υ
		10%	07/04/2009
2	Training ongoing	40%	Υ
		40%	13/11/2014
3	Training completed	50%	Υ
		30%	13/11/2014
Comment:	The training plans have been updated and a training package has been devuse of electronic dialogue procedure.	eloped by	the ANSP for the

ATC18	Multi-Sector Planning En-route - 1P2T Applicability and timescale: Local	%	Planned
Implementation pl	anned with ATM System Upgrade - 25.04.2019.		25/04/2019

	Migrate from AFTN to AMHS		
00140	Timescales:	500/	
COM10	Initial operational capability: 01/12/2011	62%	Late
	Full operational capability: 31/12/2018		
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	200/	Υ
	·	30%	-
3	Basic AMHS functions installed	250/	Υ
		35%	-
4	Basic AMHS functions tested, validated & in operational use	25%	Υ
		23/0	31/12/2011
Comment:	· · ·		
COM10-ASP02	Implement regional boundary gateways		by:31/12/2011
BHANSA	-	%	Not Applicable
1	Activity started (e.g. Project kicked-off)	10%	NA
2	Intereference of Community ACTAL and to ANALIC metrorals and the CLID		-
2	Interfaces to non-European AFTN and to AMHS network outside the EUR	30%	NA
2	Region procured		- NA
3	Interfaces to non-European AFTN and to AMHS network outside the EUR Region installed	35%	NA NA
4	 		NA
	Region tested, validated & in operational use	25%	-
COM10-ASP03	Enhance AMHS capability (Extended ATSMHS)		by:31/12/2018
BHANSA	-	0%	Not yet planned
_	Project/task for enhancing AMHS capability has kicked off		N
		10%	-
Comment:	Not Planned		
2	Extended AMHS functions procured	200/	N
		30%	-
Comment:	Not Planned		
3	Extended AMHS functions installed	35%	N
		3370	-
Comment:	Not Planned		
4	Extended AMHS functions tested, validated & in operational use	25%	N
			-
Comment:			1 21/12/2212
COM10-ASP04	Ensure the conformity of AMHS systems and associated procedures	4000/	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		Υ
	drafted	30%	-
3			Y
		60%	31/12/2011
COM10-ASP05	Organise personnel awareness and training		by:31/12/2018
BHANSA	-	100%	Completed
L	-		

1	Activity started (e.g. Project kicked-off)	10%	Υ
			-
2	Training of personnel ongoing	40%	Υ
		40%	-
3	Training of personnel completed	50%	Υ
		30%	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%	Υ
		10%	-
2	AMC Procedures for Cooperating COM Centres (CCC) operators have been	00%	N
	implemented as defined in the ATS Messaging Management Manual	90%	31/12/2019
Comment:	Participation planned as of end 2019.		

	Voice over Internet Protocol (VoIP)		
	Timescales:		
COM11	Initial operational capability: 01/01/2013	0%	Planned
	Full operational capability: 31/12/2020		
-	eing commissioned may support future implementation of VoIP technologortly implement VoIP ground-ground communication by the end of 2020.	ЗУ	31/12/2020
ASP (By:12/2020)			
BHANSA		0%	Planned
•	eing commissioned may support future implementation of New VCS		
VoIP technology			31/12/2020
end of 2020.	eartly implement VoIP ground-ground communication by the		
COM11-ASP01	Develop safety assessment for the changes		by:31/12/2020
BHANSA	- Develop safety assessment for the changes	0%	Planned
1	Activity started (e.g. Project kicked-off)	070	N
-	Activity stated (e.g. Project Nicked Off)	10%	31/12/2018
Comment:	Not Started	1	31/12/2010
2	i		N
_		30%	31/12/2020
Comment:	planned		
3		500/	N
		60%	31/12/2020
Comment:	planned		
COM11-ASP03	Upgrade and put into service Voice Communication Systems to support		by:31/12/2020
	VoIP inter-centre telephony		by.51/12/2020
BHANSA	-	0%	Planned
1	, , , , , , , , , , , , , , , , , , ,	10%	N
	centre telephony has kicked off		31/12/2018
Comment:	· '	1	· · ·
2	Upgrade or new Voice Communication System procured	30%	N 24 /42 /2020
C			31/12/2020
Comment:	•	1	N.
3	Upgrade or new Voice Communication System installed	35%	N 21/12/2020
Comment:	planned		31/12/2020
4		1	N
4	operation use	25%	31/12/2020
Comment:	planned		31/12/2020
comment.	planica		
COM11-ASP04	Upgrade and put into service Voice Communication Systems to support		
	VoIP links to the ground radio stations		by:31/12/2020
BHANSA	-	0%	Planned
1	Project/task for upgrading or buying a new VCS to support VoIP links to		N
	the ground radio stations has kicked off	10%	31/12/2020
Comment:	planned		
2	Upgrade or new Voice Communication System procured	30%	N
		30/0	31/12/2020
Comment:			
3	Voice Communication System installed	35%	N
		3370	31/12/2020
Comment:			I
4	Voice communication system tested, validated & in operation use	25%	N
			31/12/2020

Comment: planned

	New Pan-European Network Service (NewPENS)		
	Timescales:		
COM12	Initial operational capability: 01/01/2018	0%	Not yet planned
	Full operational capability (33 ANSPs): 31/12/2020		
BHANSA has no pl	an for implementation at the moment.		-
ASP (By:12/2024)			
BHANSA		0%	Not yet planned
BHANSA has no pla	an for implementation at the moment.		-
COM12-ASP01	Provide NewPENS connectivity infrastructure		by:31/12/2020
BHANSA	-	0%	Not yet planned
1	Project/task for deploying NewPENS connectivity infrastructure has		N
_	kicked off	10%	-
2	NewPENS connectivity infrastructure is procured		N
	, ,	30%	-
3	NewPENS connectivity infrastructure is installed	250/	N
	·	35%	-
4	NewPENS connectivity infrastructure is tested, validated & available for	250/	N
	use	25%	-
COM12-ASP02	Migrate to NewPENS		by:31/12/2020
BHANSA	-	0%	Missing Data
1	Activity started (e.g. Project kicked-off)	10%	N
		10%	-
2	Migration Plan to NewPENS developed	30%	N
		3070	-
3	Migration to NewPENS ongoing	35%	N
		3370	-
4	Migration to NewPENS completed	25%	N
			-
APO (By:12/2024)			
SARAJEVO Airport		0%	Not yet planned
-	<u>-</u>		-
COM12-APO01	Migrate to NewPENS, if deemed beneficial		by:31/12/2024
SARAJEVO		0%	Not yet planned
Airport		370	
1	Activity started (e.g. Project kicked-off)	10%	N
			-
2	Migration Plan to NewPENS developed	30%	N
_	1	30/6	-
3	Migration to NewPENS ongoing	35%	N
	1		-
4	Migration to NewPENS completed	25%	N
			-

Continuous Descent Operations (CDO) Timescales: 2%				
- NV/01				
Initial operational capability: 01/07/2007	Ongoing			
Full operational capability: 31/12/2023				
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	31/12/2023			
limiting to scope of CDO operations.				
ASP (By:12/2023)				
BHANSA 3%	Ongoing			
Initial CDO implementation activities took place back to 2013. There is at the	24 /42 /2022			
moment no further plan to develop and finalize CDO implementation at Sarajevo	31/12/2023			
airport. Airspace constraints are also limiting to scope of CDO operations.	h21/12/2022			
ENV01-ASP01 Implement rules and procedures for the application of CDO techniques	by:31/12/2023			
BHANSA - 10% 1 Activity started (e.g. Project kicked-off)	Ongoing			
1 Activity started (e.g. Project kicked-off) 10%	Y 21/12/2022			
Comment: Kick off meeting held 19/092018 between Eurocontrol and BHANSA	31/12/2023			
2 CDO Rules & Procedures have been drafted	N			
2 CDO Rules & Procedures have been drafted 30%	- IN			
3 CDO Rules & Procedures have been tested & validated	N			
35%	-			
4 CDO Rules & Procedures have been published in the local/State AIP	N			
25%	-			
ENV01-ASP02 Design and implement CDO procedures enabled by PBN	by:31/12/2023			
BHANSA - 0%	Not yet planned			
1 Activity started (e.g. Project kicked-off)	N			
10%	-			
2 CDO Procedures enabled by PBN developed	N			
30%	-			
3 CDO Procedures enabled by PBN tested & validated 35%	N			
35/0	-			
4 CDO Procedures enabled by PBN published in AIP 25%	N			
	-			
ENV01-ASP03 Train controllers in the application of CDO techniques whenever	by:31/12/2023			
practicable	-			
BHANSA - 0%	Not yet planned			
1 Activity started (e.g. Project kicked-off) 10%	N			
	-			
Comment: no plan The training of Air traffic Controllers on the application of CDO techniques	NI NI			
The training of Air traffic Controllers on the application of CDO techniques is ongoing	N			
Comment: no plan				
3 The training of Air traffic Controllers on the application of CDO techniques	N			
has been completed	-			
Comment: no plan				
ENV01-ASP04 Monitor and measure the execution of CDO	by:31/12/2023			
BHANSA - 0%	Not yet planned			
1 Activity started (e.g. Project kicked-off)	N			
10%	-			
2 Procedures for monitoring and measurement of CDO execution drafted	N			
30%	-			
3 Procedures for monitoring and measurement of CDO execution tested &	N			
validated 35%	-			
4 25%	N			

	Procedures for monitoring and measurement of CDO execution in operational use		-
APO (By:12/2023)			
SARAJEVO Airport		0%	Not yet planned
-	-		-
ENV01-APO01	Monitor and measure the execution of CDO		by:31/12/2023
SARAJEVO Airport	-	0%	Not yet planned
1	Activity started (e.g. Project kicked-off)	10%	N -
2	CDO Procedures are supported by the Airport Operator	40%	N
		40%	-
3	A monitoring and performance measurement process, including a	25%	N
	feedback process to the ANSP and users has been established	23/0	-
4	A main link with the local community, including information sessions is	25%	N
	available	23/0	-

ENV02	Airport Collaborative Environmental Management <u>Applicability and timescale: Local</u>	%	Not yet planned
LQSA - Sarajevo Airport			
Workshop comple	Workshop completed in April 2019.		-

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

	Implement enhanced tactical flow management services		
	Timescales:		
FCM01	Initial operational capability: 01/08/2001	77%	Late
	Full operational capability: 31/12/2006		
Planned by end 20	18, system is under test phase	'	31/12/2021
ASP (By:07/2014)			
BHANSA		77%	Late
Planned by end 20	18, 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		
	Activity started (e.g. Project kicked-off)	100/	Υ
		10%	31/12/2018
2	System/upgrade procured	200/	Υ
		30%	31/12/2018
3	ATC system is capable of automatically supplying ETFMS with Basic	35%	Υ
	Correlated Position Data	33/0	31/12/2018
4	Reception by NM of Basic Correlated Position Data has been ensured	25%	Y
		23/0	31/12/2018
FCM01-ASP02	Supply ETFMS with Standard Correlated Position Data		by:31/12/2006
BHANSA	BH ACC	100%	Completed
	System is connected and is under test phase		I
1	Activity started (e.g. Project kicked-off)	10%	Υ
			31/12/2018
2	System/upgrade procured	30%	Υ
2	ATC		31/12/2018
3	ATC system is capable of automatically supplying ETFMS with Standard Correlated Position Data	35%	Y 21/12/2019
1	Reception by NM of Standard Correlated Position Data has been ensured	1	31/12/2018 Y
4	Neception by Nivi of Standard Correlated Position Data has been ensured	25%	31/12/2018
FCM01-ASP03	Receive and process ATFM data from the NM		by:31/12/2001
BHANSA	BH ACC	100%	Completed
	System is connected and is under test phase	100/0	Completed
	Activity started (e.g. Project kicked-off)		Υ
		10%	31/12/2018
2	System/upgrade procured	200/	Υ
		30%	31/12/2018
3	ATC system is capable of receiving and processing ATFM data from the	250/	Υ
	NM	35%	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	25%	Υ
	operations	23/0	31/12/2018
FCM01-ASP04	Inform NM of flight activations and estimates for ATFM purposes		by:31/12/1999
BHANSA	BH ACC	100%	Completed
	Planned by end 2018, following system validation		
1	Activity started (e.g. Project kicked-off)	10%	γ
2	System / ungrade procured		31/12/2018
2	System/upgrade procured	30%	Y 21/12/2019
2	ATC system is capable of automatically informing NM of flight activations		31/12/2018 Y
3	and estimates for ATFM purposes	35%	31/12/2018
Comment:			31/12/2010
4			Υ
	ATFM purposes has been ensured	25%	31/12/2018
<u> </u>			32, 12, 2010

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)	Activity started (e.g. Project kicked-off)	1.00/	Υ
		10%	31/12/2018
2	System/upgrade procured	200/	Υ
		30%	31/12/2018
3	ATC system is capable of automatically informing NM of re-routings inside	250/	Υ
	FDPA for ATFM purposes 35%	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	25%	Υ
	purposes has been ensured	25%	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%	Υ
			31/12/2021
2	System/upgrade procured	30%	Υ
			31/12/2021
3	ATC system is capable of automatically informing NM of aircraft holding	35%	N
	for ATFM purposes	33%	31/12/2021
Comment:	Planned by end 2018, following system validation		
4	Reception by NM of FSA messages for aircraft holding for ATFM purposes	25%	N
	has been ensured	23/0	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
		10%	31/12/2021
2	System/upgrade procured	30%	N
		30%	31/12/2021
3	ATC system capable of supplying NM with Departure Planning	35%	N
	Information (DPI)	35%	31/12/2021
4	Reception by NM of Departure Planning Information (DPI) has been	250/	N
	ensured	25%	31/12/2021

	Collaborative Flight Planning Timescales:		
FCM03	Initial operational capability: 01/01/2000	100%	Completed
	Full operational capability: 31/12/2017		
Objective impleme			01/01/2017
ASP (By:12/2017)			
BHANSA		100%	Completed
Objective impleme	nted		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%	Υ
		3070	01/01/2017
Comment:		1	I
	ATC system is capable of automatically processing flight plan messages in ICAO format	35%	Y 01/01/2017
Comment:		1	I
4	Capability to automatically process flight plan messages in ICAO format is	25%	Υ
	used in operation		01/01/2017
Comment:	· '		h21/12/1005
FCM03-ASP02 BHANSA	Automatically process FPLs derived from RPLs BH ACC	100%	by:31/12/1995 Completed
	Activity started (e.g. Project kicked-off)	100%	Y
_	Activity started (e.g. Project Nicked-Off)	10%	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:			
	Capability to automatically process FPLs derived from RPLs is used in		Υ
_	operations	25%	01/01/2017
Comment:	·		01/01/201/
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	I.	01,01,201,
	System/upgrade procured	2001	Υ
	, , , , , , , , , , , , , , , , , , , ,	30%	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%	Υ

			01/01/2017
Commont	no plan		01/01/2017
Comment:	·		V
2	System/upgrade procured	30%	Υ (24 /24 7
Community	no plan		01/01/2017
Comment:	·		V V
3	ATC system capable of automatically processing real-time updates to	35%	Υ
	flight plan information as provided by IFPS via APL and ACH messages		01/01/2017
Comment:	·		
4	Capability to automatically process APL and ACH messages is used in	25%	Υ
_	operations		01/01/2017
Comment:	•		
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
		10,0	01/01/2017
Comment:	·		
2	System/upgrade procured	30%	Υ
		3070	01/01/2017
Comment:	no plan		
3	ATC system is able to automatically generate AFP messages for missing	250/	Υ
	flight plans	35%	01/01/2017
Comment:	no plan		
4	Reception by NM of automatically generated AFP messages for missing	250/	Υ
	flight plans has been ensured	25%	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)		Y
	, , , ,	10%	24 /24 /2247
			01/01/201/
Comment:	no plan		01/01/2017
Comment:	·		V
	no plan System/upgrade procured	30%	Y
2	System/upgrade procured	30%	
2 Comment:	System/upgrade procured no plan		Y 01/01/2017
2 Comment:	System/upgrade procured no plan ATC system is able to automatically generate AFP messages for change of	30%	Y 01/01/2017
Comment:	no plan ATC system is able to automatically generate AFP messages for change of route		Y 01/01/2017 Y 01/01/2017
2 Comment:	no plan ATC system is able to automatically generate AFP messages for change of route Reception by NM of automatically generated AFP messages for change of		Y 01/01/2017 Y 01/01/2017 Y
Comment: 3	no plan ATC system is able to automatically generate AFP messages for change of route Reception by NM of automatically generated AFP messages for change of route has been ensured	35%	Y 01/01/2017 Y 01/01/2017
Comment: Comment:	no plan ATC system is able to automatically generate AFP messages for change of route Reception by NM of automatically generated AFP messages for change of route has been ensured no plan	35%	Y 01/01/2017 Y 01/01/2017 Y 01/01/2017
Comment: Comment: Comment: FCM03-ASP07	no plan ATC system is able to automatically generate AFP messages for change of route Reception by NM of automatically generated AFP messages for change of route has been ensured no plan Automatically provide AFP message for a diversion	35%	Y 01/01/2017 Y 01/01/2017 Y 01/01/2017 by:31/12/2017
Comment: 3 4 Comment: FCM03-ASP07 BHANSA	no plan ATC system is able to automatically generate AFP messages for change of route Reception by NM of automatically generated AFP messages for change of route has been ensured no plan Automatically provide AFP message for a diversion BH ACC	35%	Y 01/01/2017 Y 01/01/2017 Y 01/01/2017 by:31/12/2017 Completed
Comment: 3 4 Comment: FCM03-ASP07 BHANSA	no plan ATC system is able to automatically generate AFP messages for change of route Reception by NM of automatically generated AFP messages for change of route has been ensured no plan Automatically provide AFP message for a diversion	35%	Y 01/01/2017 Y 01/01/2017 Y 01/01/2017 by:31/12/2017 Completed Y
Comment: 3 4 Comment: FCM03-ASP07 BHANSA 1	no plan ATC system is able to automatically generate AFP messages for change of route Reception by NM of automatically generated AFP messages for change of route has been ensured no plan Automatically provide AFP message for a diversion BH ACC Activity started (e.g. Project kicked-off)	35% 25% 100%	Y 01/01/2017 Y 01/01/2017 Y 01/01/2017 by:31/12/2017 Completed
Comment: Comment: Comment: FCM03-ASP07 BHANSA Comment:	no plan ATC system is able to automatically generate AFP messages for change of route Reception by NM of automatically generated AFP messages for change of route has been ensured no plan Automatically provide AFP message for a diversion BH ACC Activity started (e.g. Project kicked-off) no plan	35% 25% 100%	Y 01/01/2017 Y 01/01/2017 Y 01/01/2017 by:31/12/2017 Completed Y 01/01/2017
Comment: 3 4 Comment: FCM03-ASP07 BHANSA 1	no plan ATC system is able to automatically generate AFP messages for change of route Reception by NM of automatically generated AFP messages for change of route has been ensured no plan Automatically provide AFP message for a diversion BH ACC Activity started (e.g. Project kicked-off)	35% 25% 100%	Y 01/01/2017 Y 01/01/2017 Y 01/01/2017 by:31/12/2017 Completed Y 01/01/2017
Comment: 3 4 Comment: FCM03-ASP07 BHANSA 1 Comment:	no plan ATC system is able to automatically generate AFP messages for change of route Reception by NM of automatically generated AFP messages for change of route has been ensured no plan Automatically provide AFP message for a diversion BH ACC Activity started (e.g. Project kicked-off) no plan System/upgrade procured	35% 25% 100% 10%	Y 01/01/2017 Y 01/01/2017 Y 01/01/2017 by:31/12/2017 Completed Y 01/01/2017
Comment: Comment: FCM03-ASP07 BHANSA 1 Comment: 2 Comment:	no plan ATC system is able to automatically generate AFP messages for change of route Reception by NM of automatically generated AFP messages for change of route has been ensured no plan Automatically provide AFP message for a diversion BH ACC Activity started (e.g. Project kicked-off) no plan System/upgrade procured no plan	35% 25% 100% 10%	Y 01/01/2017 Y 01/01/2017 Y 01/01/2017 by:31/12/2017 Completed Y 01/01/2017 Y 01/01/2017
Comment: Comment: FCM03-ASP07 BHANSA 1 Comment: 2 Comment:	no plan ATC system is able to automatically generate AFP messages for change of route Reception by NM of automatically generated AFP messages for change of route has been ensured no plan Automatically provide AFP message for a diversion BH ACC Activity started (e.g. Project kicked-off) no plan System/upgrade procured	35% 25% 100% 10%	Y 01/01/2017 Y 01/01/2017 Y 01/01/2017 by:31/12/2017 Completed Y 01/01/2017 Y
Comment: 3 Comment: FCM03-ASP07 BHANSA 1 Comment: 2 Comment: 3	no plan ATC system is able to automatically generate AFP messages for change of route Reception by NM of automatically generated AFP messages for change of route has been ensured no plan Automatically provide AFP message for a diversion BH ACC Activity started (e.g. Project kicked-off) no plan System/upgrade procured no plan ATC system is able to automatically generate AFP messages for diversion	35% 25% 100% 10% 30%	Y 01/01/2017 Y 01/01/2017 Y 01/01/2017 by:31/12/2017 Completed Y 01/01/2017 Y 01/01/2017
Comment: Comment: FCM03-ASP07 BHANSA Comment: Comment: 3 Comment:	no plan ATC system is able to automatically generate AFP messages for change of route Reception by NM of automatically generated AFP messages for change of route has been ensured no plan Automatically provide AFP message for a diversion BH ACC Activity started (e.g. Project kicked-off) no plan System/upgrade procured no plan ATC system is able to automatically generate AFP messages for diversion no plan	35% 25% 100% 10% 30%	Y 01/01/2017 Y 01/01/2017 Y 01/01/2017 by:31/12/2017 Completed Y 01/01/2017 Y 01/01/2017
Comment: 3 Comment: FCM03-ASP07 BHANSA 1 Comment: 2 Comment: 3	no plan ATC system is able to automatically generate AFP messages for change of route Reception by NM of automatically generated AFP messages for change of route has been ensured no plan Automatically provide AFP message for a diversion BH ACC Activity started (e.g. Project kicked-off) no plan System/upgrade procured no plan ATC system is able to automatically generate AFP messages for diversion no plan Reception by NM of automatically generated AFP messages for diversion	35% 25% 100% 10% 30%	Y 01/01/2017 Y 01/01/2017 Y 01/01/2017 by:31/12/2017 Completed Y 01/01/2017 Y 01/01/2017 Y 01/01/2017
Comment: Comment: FCM03-ASP07 BHANSA 1 Comment: 2 Comment: 3 Comment: 4	no plan ATC system is able to automatically generate AFP messages for change of route Reception by NM of automatically generated AFP messages for change of route has been ensured no plan Automatically provide AFP message for a diversion BH ACC Activity started (e.g. Project kicked-off) no plan System/upgrade procured no plan ATC system is able to automatically generate AFP messages for diversion no plan Reception by NM of automatically generated AFP messages for diversion has been ensured	35% 25% 100% 10% 30%	Y 01/01/2017 Y 01/01/2017 Y 01/01/2017 by:31/12/2017 Completed Y 01/01/2017 Y 01/01/2017
Comment: Comment: FCM03-ASP07 BHANSA 1 Comment: 2 Comment: 3 Comment: 4 Comment:	no plan ATC system is able to automatically generate AFP messages for change of route Reception by NM of automatically generated AFP messages for change of route has been ensured no plan Automatically provide AFP message for a diversion BH ACC Activity started (e.g. Project kicked-off) no plan System/upgrade procured no plan ATC system is able to automatically generate AFP messages for diversion no plan Reception by NM of automatically generated AFP messages for diversion has been ensured Missing data.	35% 25% 100% 10% 30%	Y 01/01/2017 Y 01/01/2017 Y 01/01/2017 by:31/12/2017 Completed Y 01/01/2017 Y 01/01/2017 Y 01/01/2017
Comment: Comment: FCM03-ASP07 BHANSA 1 Comment: 2 Comment: 3 Comment: 4	no plan ATC system is able to automatically generate AFP messages for change of route Reception by NM of automatically generated AFP messages for change of route has been ensured no plan Automatically provide AFP message for a diversion BH ACC Activity started (e.g. Project kicked-off) no plan System/upgrade procured no plan ATC system is able to automatically generate AFP messages for diversion no plan Reception by NM of automatically generated AFP messages for diversion has been ensured Missing data. Automatically provide AFP message for a change of flight rules or flight	35% 25% 100% 10% 30%	Y 01/01/2017 Y 01/01/2017 Y 01/01/2017 by:31/12/2017 Completed Y 01/01/2017 Y 01/01/2017 Y 01/01/2017
Comment: Comment: FCM03-ASP07 BHANSA 1 Comment: 2 Comment: 3 Comment: 4 Comment:	no plan ATC system is able to automatically generate AFP messages for change of route Reception by NM of automatically generated AFP messages for change of route has been ensured no plan Automatically provide AFP message for a diversion BH ACC Activity started (e.g. Project kicked-off) no plan System/upgrade procured no plan ATC system is able to automatically generate AFP messages for diversion no plan Reception by NM of automatically generated AFP messages for diversion has been ensured Missing data.	35% 25% 100% 10% 30%	Y 01/01/2017 Y 01/01/2017 Y 01/01/2017 by:31/12/2017 Completed Y 01/01/2017 Y 01/01/2017 Y 01/01/2017

BHANSA	BH ACC	100%	Completed
1	Activity started (e.g. Project kicked-off)	10%	Υ
_			01/01/2017
Comment:	·		
2	System/upgrade procured	30%	Υ
			01/01/2017
Comment:	·		
3	ATC system is able to automatically generate AFP messages for change of	35%	Υ
	flight rules or flight type		01/01/2017
Comment:	·		
4		25%	Υ
	flight rules or flight type has been ensured		01/01/2017
Comment:	'		
FCM03-ASP09	Automatically provide AFP message for a change of requested cruising		by:31/12/2017
DITANCA	level	1000/	Completed
BHANSA	BH ACC	100%	Completed
1	Activity started (e.g. Project kicked-off)	10%	Υ 01 /01 /2017
Community	no plan		01/01/2017
Comment:	·		V
2	System/upgrade procured	30%	Υ 01/01/2017
Community	no plan		01/01/2017
Comment:	·		V
3	ATC system is able to automatically generate AFP messages for change of	35%	Υ
C	requested cruising level		01/01/2017
Comment:	·		
4	Reception by NM of automatically generated AFP messages for change of	25%	Υ
	requested cruising level has been ensured		01/01/2017
C = =	l manufaci		
Comment:			h21/12/2017
FCM03-ASP13	Automatically provide AFP message for change of aircraft type	1009/	by:31/12/2017
FCM03-ASP13 BHANSA	Automatically provide AFP message for change of aircraft type BH ACC	100%	Completed
FCM03-ASP13 BHANSA	Automatically provide AFP message for change of aircraft type	100% 10%	Completed Y
FCM03-ASP13 BHANSA	Automatically provide AFP message for change of aircraft type BH ACC Activity started (e.g. Project kicked-off)		Completed
FCM03-ASP13 BHANSA 1 Comment:	Automatically provide AFP message for change of aircraft type BH ACC Activity started (e.g. Project kicked-off) no plan		Completed Y
FCM03-ASP13 BHANSA	Automatically provide AFP message for change of aircraft type BH ACC Activity started (e.g. Project kicked-off)		Completed
FCM03-ASP13 BHANSA 1 Comment:	Automatically provide AFP message for change of aircraft type BH ACC Activity started (e.g. Project kicked-off) no plan System/upgrade procured	10%	Completed Y
FCM03-ASP13 BHANSA 1 Comment: 2 Comment:	Automatically provide AFP message for change of aircraft type BH ACC Activity started (e.g. Project kicked-off) no plan System/upgrade procured no plan	10%	Completed Y 01/01/2017 Y 01/01/2017
FCM03-ASP13 BHANSA 1 Comment: 2 Comment:	Automatically provide AFP message for change of aircraft type BH ACC Activity started (e.g. Project kicked-off) no plan System/upgrade procured no plan ATC system is able to automatically generate AFP messages for change of	10%	Y 01/01/2017 Y 01/01/2017 Y
FCM03-ASP13 BHANSA 1 Comment: 2 Comment: 3	Automatically provide AFP message for change of aircraft type BH ACC Activity started (e.g. Project kicked-off) no plan System/upgrade procured no plan ATC system is able to automatically generate AFP messages for change of aircraft type	30%	Completed Y 01/01/2017 Y 01/01/2017
FCM03-ASP13 BHANSA 1 Comment: 2 Comment: 3 Comment:	Automatically provide AFP message for change of aircraft type BH ACC Activity started (e.g. Project kicked-off) no plan System/upgrade procured no plan ATC system is able to automatically generate AFP messages for change of aircraft type no plan	30%	Completed Y 01/01/2017 Y 01/01/2017 Y 01/01/2017
FCM03-ASP13 BHANSA 1 Comment: 2 Comment: 3 Comment:	Automatically provide AFP message for change of aircraft type BH ACC Activity started (e.g. Project kicked-off) no plan System/upgrade procured no plan ATC system is able to automatically generate AFP messages for change of aircraft type no plan Reception by NM of automatically generated AFP messages for change of	30%	Y 01/01/2017 Y 01/01/2017 Y 01/01/2017 Y 01/01/2017
FCM03-ASP13 BHANSA 1 Comment: 2 Comment: 3 Comment: 4	Automatically provide AFP message for change of aircraft type BH ACC Activity started (e.g. Project kicked-off) no plan System/upgrade procured no plan ATC system is able to automatically generate AFP messages for change of aircraft type no plan Reception by NM of automatically generated AFP messages for change of aircraft type has been ensured	10% 30% 35%	Y 01/01/2017 Y 01/01/2017 Y 01/01/2017 Y 01/01/2017
FCM03-ASP13 BHANSA 1 Comment: 2 Comment: 3 Comment: 4 Comment:	Automatically provide AFP message for change of aircraft type BH ACC Activity started (e.g. Project kicked-off) no plan System/upgrade procured no plan ATC system is able to automatically generate AFP messages for change of aircraft type no plan Reception by NM of automatically generated AFP messages for change of aircraft type has been ensured no plan	10% 30% 35%	Completed Y 01/01/2017 Y 01/01/2017 Y 01/01/2017 Y 01/01/2017
FCM03-ASP13 BHANSA 1 Comment: 2 Comment: 3 Comment: 4 Comment: FCM03-ASP14	Automatically provide AFP message for change of aircraft type BH ACC Activity started (e.g. Project kicked-off) no plan System/upgrade procured no plan ATC system is able to automatically generate AFP messages for change of aircraft type no plan Reception by NM of automatically generated AFP messages for change of aircraft type has been ensured no plan Automatically provide AFP message for change of aircraft equipment	10% 30% 35% 25%	Y 01/01/2017 Y 01/01/2017 Y 01/01/2017 Y 01/01/2017 by:31/12/2017
FCM03-ASP13 BHANSA 1 Comment: 2 Comment: 3 Comment: 4 Comment: FCM03-ASP14 BHANSA	Automatically provide AFP message for change of aircraft type BH ACC Activity started (e.g. Project kicked-off) no plan System/upgrade procured no plan ATC system is able to automatically generate AFP messages for change of aircraft type no plan Reception by NM of automatically generated AFP messages for change of aircraft type has been ensured no plan Automatically provide AFP message for change of aircraft equipment BH ACC	10% 30% 35%	Y 01/01/2017 Y 01/01/2017 Y 01/01/2017 Y 01/01/2017 by:31/12/2017 Completed
FCM03-ASP13 BHANSA 1 Comment: 2 Comment: 3 Comment: 4 Comment: FCM03-ASP14 BHANSA	Automatically provide AFP message for change of aircraft type BH ACC Activity started (e.g. Project kicked-off) no plan System/upgrade procured no plan ATC system is able to automatically generate AFP messages for change of aircraft type no plan Reception by NM of automatically generated AFP messages for change of aircraft type has been ensured no plan Automatically provide AFP message for change of aircraft equipment	10% 30% 35% 25%	Completed Y 01/01/2017 Y 01/01/2017 Y 01/01/2017 Y 01/01/2017 by:31/12/2017 Completed Y
FCM03-ASP13 BHANSA 1 Comment: 2 Comment: 3 Comment: 4 Comment: FCM03-ASP14 BHANSA 1	Automatically provide AFP message for change of aircraft type BH ACC Activity started (e.g. Project kicked-off) no plan System/upgrade procured no plan ATC system is able to automatically generate AFP messages for change of aircraft type no plan Reception by NM of automatically generated AFP messages for change of aircraft type has been ensured no plan Automatically provide AFP message for change of aircraft equipment BH ACC Activity started (e.g. Project kicked-off)	10% 30% 35% 25%	Completed Y 01/01/2017 Y 01/01/2017 Y 01/01/2017 Y 01/01/2017 by:31/12/2017 Completed Y 01/01/2017
FCM03-ASP13 BHANSA 1 Comment: 2 Comment: 3 Comment: 4 Comment: FCM03-ASP14 BHANSA 1	Automatically provide AFP message for change of aircraft type BH ACC Activity started (e.g. Project kicked-off) no plan System/upgrade procured no plan ATC system is able to automatically generate AFP messages for change of aircraft type no plan Reception by NM of automatically generated AFP messages for change of aircraft type has been ensured no plan Automatically provide AFP message for change of aircraft equipment BH ACC	10% 30% 35% 25%	Y 01/01/2017 Y 01/01/2017 Y 01/01/2017 Y 01/01/2017 by:31/12/2017 Completed Y 01/01/2017 Y
FCM03-ASP13 BHANSA 1 Comment: 2 Comment: 3 Comment: 4 Comment: FCM03-ASP14 BHANSA 1	Automatically provide AFP message for change of aircraft type BH ACC Activity started (e.g. Project kicked-off) no plan System/upgrade procured no plan ATC system is able to automatically generate AFP messages for change of aircraft type no plan Reception by NM of automatically generated AFP messages for change of aircraft type has been ensured no plan Automatically provide AFP message for change of aircraft equipment BH ACC Activity started (e.g. Project kicked-off) System/upgrade procured	10% 30% 35% 25% 100% 10%	Completed Y 01/01/2017 Y 01/01/2017 Y 01/01/2017 Y 01/01/2017 by:31/12/2017 Completed Y 01/01/2017
FCM03-ASP13 BHANSA 1 Comment: 2 Comment: 3 Comment: 4 Comment: FCM03-ASP14 BHANSA 1	Automatically provide AFP message for change of aircraft type BH ACC Activity started (e.g. Project kicked-off) no plan System/upgrade procured no plan ATC system is able to automatically generate AFP messages for change of aircraft type no plan Reception by NM of automatically generated AFP messages for change of aircraft type has been ensured no plan Automatically provide AFP message for change of aircraft equipment BH ACC Activity started (e.g. Project kicked-off) System/upgrade procured ATC system is able to automatically generate AFP messages for change of	10% 30% 35% 25% 100% 10%	Completed Y 01/01/2017 Y 01/01/2017 Y 01/01/2017 Y 01/01/2017 by:31/12/2017 Completed Y 01/01/2017 Y 01/01/2017 Y
FCM03-ASP13 BHANSA 1 Comment: 2 Comment: 3 Comment: 4 Comment: FCM03-ASP14 BHANSA 1 2	Automatically provide AFP message for change of aircraft type BH ACC Activity started (e.g. Project kicked-off) no plan System/upgrade procured no plan ATC system is able to automatically generate AFP messages for change of aircraft type no plan Reception by NM of automatically generated AFP messages for change of aircraft type has been ensured no plan Automatically provide AFP message for change of aircraft equipment BH ACC Activity started (e.g. Project kicked-off) System/upgrade procured ATC system is able to automatically generate AFP messages for change of aircraft equipment	10% 30% 35% 25% 100% 10% 30%	Y 01/01/2017 Y 01/01/2017 Y 01/01/2017 Y 01/01/2017 by:31/12/2017 Completed Y 01/01/2017 Y
FCM03-ASP13 BHANSA 1 Comment: 2 Comment: 3 Comment: 4 Comment: FCM03-ASP14 BHANSA 1	Automatically provide AFP message for change of aircraft type BH ACC Activity started (e.g. Project kicked-off) no plan System/upgrade procured no plan ATC system is able to automatically generate AFP messages for change of aircraft type no plan Reception by NM of automatically generated AFP messages for change of aircraft type has been ensured no plan Automatically provide AFP message for change of aircraft equipment BH ACC Activity started (e.g. Project kicked-off) System/upgrade procured ATC system is able to automatically generate AFP messages for change of	10% 30% 35% 25% 100% 10% 30%	Completed Y 01/01/2017 Y 01/01/2017 Y 01/01/2017 Y 01/01/2017 by:31/12/2017 Completed Y 01/01/2017 Y 01/01/2017 Y

	Short Term ATFCM Measures (STAM) - Phase 1			
FCM04.1	<u>Timescales:</u>		100%	Completed
	Initial operational capability: 01/09/2013			55
Tl	Full operational capability: 31/10/2017			27/04/2047
<u> </u>	onducted as part of FAB CE framework.			27/04/2017
ASP (By:10/2017)			1000/	
BHANSA	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		100%	Completed
The activity was co	·	AB CE-wide	Study	
		of Dynamic		
		Airspace		27/04/2017
	1	Management	t	
		DAM) and ST	TAM	
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%	Υ
			10/0	01/01/2015
2	System procured		30%	Υ
			JU/0	27/04/2017
3	System supporting STAM P1 installed		60%	Υ
			55/0	27/04/2017
FCM04.1-ASP02	Provision of ANSPs sector and traffic occupancy parameters data			by:31/10/2017
BHANSA	-		100%	Completed
1	Activity started (e.g. Project kicked-off)		10%	Υ
				01/01/2015
Comment:				
2	Local sector and occupancy counts parameters provided to NM		90%	γ
FCM04.1-ASP03	Implement FCNA Dragodures to enable application of flour manage	romont		27/04/2017
FCIVIU4.1-A3PU3	Implement FCM Procedures to enable application of flow manage techniques on traffic streams closer to real-time and including m			
	accurate assessment of forecast sector loads and cooperative	lore		by:31/10/2017
	management of groups of sectors and ATCO resources.			
BHANSA	-		100%	Completed
	Activity started (e.g. Project kicked-off)			Υ
	, , , , , ,		10%	01/01/2015
2	STAM Procedures drafted		2001	Y
			30%	27/04/2017
3	STAM Procedures agreed, tested & validated		250/	Υ
			35%	27/04/2017
Comment:				
4	STAM Procedures implemented		25%	Υ
			23/0	27/04/2017
FCM04.1-ASP04	Develop, and deliver as necessary, a safety assessment of the ch	_		by:31/10/2017
	imposed by the implementation of Short Term ATFCM Measures			•
BHANSA	-		100%	Completed
1	Activity started (e.g. Project kicked-off)		10%	Υ
				10/03/2017
Comment:				.,
2	Safety Assessment drafted		30%	Y 10/02/2017
	Cofety Accomment delivered to the same stant with anti-			10/03/2017
3	Safety Assessment delivered to the competent authority		60%	Y 10/02/2017
				10/03/2017

C	
Comment:	

FCM04.2	Short Term ATFCM Measures (STAM) - Phase 2 <u>Timescales:</u> Full operational capability: 31/12/2021		53%	Ongoing
	e started as part of FAB CE DAM/STAM Project (ex. P3). It is I nted with the availability of this function in the N-connect To nd of 2021.	<u> </u>	-	31/12/2021
ASP (By:12/2021)				
BHANSA			53%	Ongoing
BHANSA is expecte	d to meet the objective within the targeted timeframe	FAB CE-wid of Dynamic Airspace Manageme (DAM) and	nt	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

	Interactive Belling NOD			
	Interactive Rolling NOP			
FCM05	Timescales:		0%	Planned
	Initial operational capability: 01/09/2013			
The elements and	Full operational capability: 31/12/2021	roquiromon	ts of the	
The elements and formats of the NOP will be established taking into account the requirements of the users. Implementation of interactive rolling NOP is planned through upgrade of the automated ASM support system with the capability of AIXM 5.1 B2B data exchange with NM and Perform an integration of the automated ASM support systems with the Network. All these projects will be fulfilled in accordance with the NM support, the guidance and the relevant provisions of the NM B2B				31/12/2021
Reference Manual ASP (By:12/2021)	-			
			00/	Dlamad
BHANSA	d to an extension of the street of the stree	EAD CE	0%	Planned
BHANSA is expecte	ed to meet the objective within the targeted timeframe	FAB CE-wid	•	
		of Dynamic		24/12/255
		Airspace		31/12/2021
		Manageme		
		(DAM) and	STAM	
FCM05-ASP04	Develop and implement ATFCM procedures for interaction wit	n 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	t	30%	N
			3076	31/12/2021
Comment:				
3	ATFCM procedures related to interaction with the NOP agreed validated	tested &	35%	N 31/12/2021
Comment:	Planned			
4	ATFCM procedures related to interaction with the NOP implem	ented	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
	Diamand			31/12/2021
Comment:				N
3	Training completed		50%	31/12/2021
Comment:	Planned			31/12/2021
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	the required data to the fretholk Mullinger for DDK		0%	
Airport	Activity started (e.g. Project kicked-off)		U%	Not yet planned N
	Activity statted (e.g. Floject kicked-off)		10%	31/12/2021
				21/12/2021

	2	Airport slot information provided to DDR		N
			90%	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%	Not yet planned N 31/12/2021
	1	- Activity started (e.g. Project kicked-off) System allowing the exchange of information between the AOP and the NOP procured		N
		System allowing the exchange of information between the AOP and the	10%	N 31/12/2021 N

F01406	Traffic Complexity Assessment		00/	
FCM06	FCM06 <u>Timescales:</u> Full operational capability: 31/12/2021		0%	Not yet planned
No plan at present				
No plan at present	•			
				-
ASP (By:12/2021)				
BHANSA			0%	Not yet planned
No plan at present		FAB CE-wid		not yet planted
of Dynamic		•		
		1		
		Airspace		-
		Manageme		
		(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
			1070	31/12/2021
Comment:				
2	Local Traffic Load Management tool procured		30%	N
			3070	31/12/2021
Comment:				
3	Local Traffic Load Management tool installed		60%	N
			0070	31/12/2021
Comment:	•			
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:	·			
2	FDP adaptation to receive, process and integrate EFD procured		30%	N
				31/12/2021
Comment:	-			
3	FDP adaptation to receive, process and integrate EFD installed		60%	N
				31/12/2021
Comment:				
FCM06-ASP03	Implement Local Traffic Complexity tools and procedures		201	by:-
BHANSA	Ashiritu stantad (a.e. Dusiast historia - ff)		0%	Not yet planned
1	Activity started (e.g. Project kicked-off)		10%	N 21/12/2021
Camanaanti	no alon			31/12/2021
Comment:	-			N.I
2	Procedures for the use of Traffic Complexity tools drafted		30%	N 21/12/2021
Comment:	no nian			31/12/2021
Comment:	Procedures for the use of Traffic Complexity tools tested & valid	dated		N
3	rrocedures for the use of frame complexity tools tested & vall	udieu	35%	31/12/2021
Commont	Comments in a plan		21/17/2021	
Comment: no plan				
4 Procedures for the use of Traffic Complexity tools in operational use 25%		25%	N 31/12/2021	
				31/12/2021
Comment:	no nlan			

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
Commonti	No plan		-
Comment:	·		N
	information via FF-ICE/1 has been procured	30%	- IN
Comment:	•		I
3		35%	N
	information via FF-ICE/1 has been installed		-
Comment:	· ·		
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:	·		I
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
		1076	-
Comment:	'		
2	Safety Assessment drafted	30%	N
6 .	No otan		-
Comment:	·		1
3	Safety Assessment delivered to the competent authority	60%	N -
Comment:	No plan		-

	Florituduis Touris and Obstacle Date (CTOD)		
	Electronic Terrain and Obstacle Data (eTOD)		
INF07	Timescales: Initial operational capability: 01/11/2014	1%	Late
	Full operational capability: 31/05/2018		
Directorate of Civi	l Aviation of Bosnia and Herzegovina (BHDCA) plans to implement and est	hlich	
National TOD police		u () 11311	31/12/2023
REG (By:05/2018)	,,		
BHDCA		0%	Late
	Aviation of Bosnia and Herzegovina (BHDCA) plans to -	0,0	Lucc
	ement National TOD policy during 2019		31/12/2023
	al TOD Policy has been made in 2018.		, ,
INF07-REG01	Establish National TOD policy		by:30/11/2015
BHDCA	-	0%	Late
	Activity started (e.g. Project kicked-off)	4.00/	N
		10%	31/12/2023
Comment:	Draft of the National TOD Policy has been made in 2018.		
2	National TOD policy and implementation programme coordinated with	200/	N
	stakeholders and drafted	30%	31/12/2023
Comment:	Draft of the National TOD Policy has been made in 2018.		
3	National TOD policy and implementation programme approved and	600/	N
	established	60%	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
		1070	31/12/2023
	in progress.		
2	Development and updating of national rules and regulations affecting		N
	eTOD drafted, including the identification of aerodromes (area 2,3 and4)	30%	31/12/2023
	where TOD should be provided		
Comment:	BHDCA is developed national rules and regulations affecting e TOD, including	ng the ider	ntification of
	aerodromes areas 2,3 and 4 were tod should be provided:	0 20/17)	ICAO Annov 15
	- Regulation on aeronautical information services (Official Gazette of BH, N Aeronautical Information Services, which is regulation affecting e TOD, incl		
	aerodrome (area 2,3 and 4);	uuiiig aisc	identifications of
	- Regulation on quality of aeronautical data and aeronautical information (Official Ga	zette of RH. No
	61/14) - transposed EC Regulation 73/2010 on aeronautical data quality;	Official Go	
	- Regulation on aerodromes (Official Gazette of BH, No. 09/11 and 101/15)	- ICAO Ar	nex 14 -
	Aerodromes.		
3	TOD regulatory framework established, list of aerodromes included in		N
	EUR ANP/FASID and, where appropriate, changes to State legislation	60%	21/12/2022
	initiated		31/12/2023
Comment:	TOD Regulatory framework is established, but list of aerodromes included	in EUR AN	P/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
		10,0	31/12/2023
	Activity not yet stared.		
2	Draft the plans and procedures to oversight the TOD implementation, in	30%	N
	accordance with TOD Policy and framework		31/12/2023
	Will be drafted after the establishing oversight of TOD.	T	
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
	Activity started (e.g. Project kicked-off)		N
	, , , , , , , , , , , , , , , , , , , ,	10%	31/12/2023
Comment:	Activity not yet started.		
2	2 Initiation of the oversight in accordance with international TOD requirements and the regulatory framework		N
			31/12/2023
Comment:	In this moment there is no initiation in accordance with international \ensuremath{TOD}	requireme	ents and the
	regulatory framework.	1	
3	Approval of the reports and results coming from the verification and	60%	N
	compliance		31/12/2023
	In this moment there is no reports and results coming up from the verification	tion and c	ompliance.
ASP (By:05/2018)		1 .	
BHANSA		5%	Late
planned	<u> </u>	1	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%	Υ
		1070	31/12/2023
	29/06/2018 held kick off meeting between EUROCONTROL and BHANSA.	1	
2	Plan/roadmap coordinated and drafted	30%	N
C	Dueft of the Nettonal TOD Belling has been made in 2010		31/12/2023
	Draft of the National TOD Policy has been made in 2018. Plan/roadmap approved		N
3	PlanyToaumap approved	60%	31/12/2023
INF07-ASP02	Implement the collection, management and provision of TOD in		
1141 07 A31 02	accordance with the national TOD policy and regulatory framework		by:31/05/2018
BHANSA	-	0%	Late
	Activity started (e.g. Project kicked-off)		N
		10%	31/12/2023
2	Identify the requirements and adjustments required to ensure the	30%	N
	collection, management and provision of TOD	30%	31/12/2023
3	Requirements and adjustments implemented in accordance with national $% \left(1\right) =\left(1\right) \left(1\right$	60%	N
	TOD and regulatory framework		31/12/2023
Comment:	The requirements defined in the national TOD policy and regulatory frame		NSP are fulfilled in
	accordance with the national TOD implementation programme (31/05/201	18).	
	Explain situation/plans: Directorate of Civil Aviation of Bosnia and Herzegovina (BHDCA) plans to es	stablich ar	nd implement
	National TOD policy until 2017.	stabiisii ai	iu impiement
APO (By:05/2018)	Tradional 100 policy until 2017.		
SARAJEVO Airport		0%	Late
	d not provided information regarding this objective -	U ,0	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
	Activity started (e.g. Project kicked-off)		N
	,	10%	31/12/2023
2	2 Plan/roadmap coordinated and drafted		N
	30%	30%	31/12/2023
3	Plan/roadmap approved	60%	N
		UU/0	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
SARAJEVO Airport	-	0%	Late
1	Activity started (e.g. Project kicked-off)	10%	N
		10%	31/12/2023
2	Identify the requirements and adjustments required to ensure the	30%	N
	collection, management and provision of TOD	30%	31/12/2023
3	Requirements and adjustments implemented in accordance with national	60%	N
	TOD and regulatory framework	60%	31/12/2023
Comment:			

	Information Exchanges using the SWIM Yellow TI Profile			
INF08.1	<u>Timescales:</u>	0%	Not yet planned	
A	Full operational capability: 31/12/2024			
Not yet planned.			-	
ASP (By:12/2024)		00/	Not ust planned	
BHANSA Not yet planned.		0%	Not yet planned	
	Insulance at Association linformation analysis		- h	
INF08.1-ASP01 BHANSA	Implement Aeronautical information exchanges	0%	by:- Not yet planned	
	Activity started (e.g. Project kicked-off)	0%	Not yet planned N	
_	Activity started (e.g. Project Nicked-Off)	10%	-	
2	New/upgraded local common infrastructure components i.e. the Registry		N	
	and PKI, supporting SWIM Yellow Profile exchange services procured	30%	-	
3		250/	N	
	and PKI, supporting SWIM Yellow Profile exchange services installed	35%	-	
4			N	
	EUROCONTROL SWIM specifications are tested, validated and in	25%	_	
	operational use			
INF08.1-ASP02	Implement Meteorological Information exchanges	00/	by:-	
BHANSA	Activity started (e.g. Project kicked-off)	0%	Not yet planned N	
1	Activity started (e.g. Project kicked-off)	10%	IN _	
2	New/upgraded local common infrastructure components i.e. the Registry		N	
_	and PKI, supporting SWIM Yellow Profile exchange services procured	30%	-	
3			N	
	and PKI, supporting SWIM Yellow Profile exchange services installed	35%	-	
4	Meteorological information exchanges in conformance with the		N	
	EUROCONTROL SWIM specifications are tested, validated and in	25%	_	
	operational use			
INF08.1-ASP03	Implement Cooperative Network information exchanges		by:-	
BHANSA	- Activity standard (s. p. Duniant kinds d. p. C.)	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		N	
	and PKI, supporting SWIM Yellow Profile exchange services procured	30%	-	
3			N	
	and PKI, supporting SWIM Yellow Profile exchange services installed	35%	-	
4	Cooperative information exchanges in conformance with the		N	
	EUROCONTROL SWIM specifications are tested, validated and in	25%	_	
	operational use		-	
INF08.1-ASP04	Implement Flight Information exchanges		by:-	
BHANSA	A stitus stantad (a s. Dusiant kinkad a 60)	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		- N	
_	and PKI, supporting SWIM Yellow Profile exchange services procured	30%	_ IN _	
3		35%	N	
	and PKI, supporting SWIM Yellow Profile exchange services installed		-	
4		350/	N	
	SWIM specifications are tested, validated and in operational use		-	
MIL (By:12/2024)				
Mil. Authority		0%	Not yet planned	
Not yet planned.	-		-	
INF08.1-MIL01	Implement Aeronautical information exchanges		by:-	

Mil. Authority	-	0%	Not yet planned
1	. Activity started (e.g. Project kicked-off)	10%	N
		1076	-
2	- / -	30%	N
3	and PKI, supporting SWIM Yellow Profile exchange services procured New/upgraded local common infrastructure components i.e. the Registry		- N
-	and PKI, supporting SWIM Yellow Profile exchange services installed	35%	N -
			N
	EUROCONTROL SWIM specifications are tested, validated and in	25%	
	operational use		-
INF08.1-MIL02	Implement Meteorological Information exchanges		by:-
Mil. Authority	-	0%	Not yet planned
=	Activity started (e.g. Project kicked-off)	10%	N -
	New/upgraded local common infrastructure components i.e. the Registry	200/	N
	and PKI, supporting SWIM Yellow Profile exchange services procured	30%	-
3	New/upgraded local common infrastructure components i.e. the Registry	35%	N
	and PKI, supporting SWIM Yellow Profile exchange services installed	33/0	-
4			N
	EUROCONTROL SWIM specifications are tested, validated and in operational use	25%	-
INF08.1-MIL03	Implement Cooperative Network information exchanges		by:-
Mil. Authority	-	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	30%	N
	and PKI, supporting SWIM Yellow Profile exchange services procured	3070	-
3	, 10	35%	N
	and PKI, supporting SWIM Yellow Profile exchange services installed		- N
4	Cooperative information exchanges in conformance with the EUROCONTROL SWIM specifications are tested, validated and in	25%	N
	operational use	23/6	-
INF08.1-MIL04	Implement Flight Information exchanges		by:-
Mil. Authority	-	0%	Not yet planned
1	Activity started (e.g. Project kicked-off)	10%	N
		10/0	-
2	New/upgraded local common infrastructure components i.e. the Registry	30%	N
3	and PKI, supporting SWIM Yellow Profile exchange services procured		- N
5	New/upgraded local common infrastructure components i.e. the Registry and PKI, supporting SWIM Yellow Profile exchange services installed	35%	N
			N
	SWIM specifications are tested, validated and in operational use	25%	-
APO (By:12/2024			
SARAJEVO Airpor	t	0%	Not yet planned
-	-		-
INF08.1-APO01	Implement Aeronautical information exchanges		by:-
SARAJEVO	_	0%	Not yet planned
Airport			
1	Activity started (e.g. Project kicked-off)	10%	N -
	New/upgraded local common infrastructure components i.e. the Registry	200/	N
	and PKI, supporting SWIM Yellow Profile exchange services procured	30%	-
\$	- / -	35%	N
	and PKI, supporting SWIM Yellow Profile exchange services installed	33/0	-

4	Aeronautical information exchanges in conformance with the		N
	EUROCONTROL SWIM specifications are tested, validated and in operational use	25%	-
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		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		35%	N -
4	Flight information exchanges in conformance with the EUROCONTROL SWIM specifications are tested, validated and in operational use	25%	N -

	Aircraft Identification			
	Timescales:			
ITY-ACID	Entry into force of the Regulation: 13/12/2011		27%	Ongoing
	System capability: 02/01/2020			
Line of action will	e 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 b	be in accordance with the time frame (till 2020) New ARTAS		system	00/04/0000
	/ Upgrade D		PS	02/01/2020
ITY-ACID-ASP01	Ensure the capability of the cooperative surveillance chain, to u	se the		
	downlinked aircraft identification			by:02/01/2020
BHANSA	-		40%	Ongoing
1	Activity started (e.g. Project kicked-off)		100/	Y
			10%	02/01/2020
Comment:	System will be available from 25.04.2019.			
2	System procured (this milestones includes procurement of a ne	w system	30%	Y
	or the upgrade of the existing one)		3076	02/01/2020
Comment:	· · · · · · · · · · · · · · · · · · ·			
	Agreement between INDRA and BHANSA concluded in May 201	8. (09.05.20	18.)	
3	System installed		35%	N
				02/01/2020
Comment:	Line of action will be in accordance with the time frame (till 202	.0).		
	System will be available from 25.04.2019.			
4	System tested, validated and in operational use		25%	N
Communication	All the appropriate systems have been propried of (03/01/3030)			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	annronriate	systems	have heen
	upgraded till 2020	арргорпасс	Зузсента	nave been
	appliance in zozo			
	The technical file (TF) with evidences of compliance and the EC	declaration	of verifica	ation of systems
	(DoV) has been delivered to the competent National Supervisor			
	08/12/2015).		. , ,	•
	Explain situation/plans:			
	Bosnia and Herzegovina Air Navigation Services Agency submitt		file and	the declaration of
	verification of systems to the competent National Supervisory A	uthority.		
	The upgraded systems have been put into service, allowing the		nt of the	individual aircraft
	identification using the downlinked aircraft identification (02/03	1/2020).		
	Explain situation/plans: Line of action will be in accordance with the time frame.			
	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
	Activity started (e.g. Project kicked-off)			N
_	., (0)		10%	02/01/2020
Comment:	Line of action will be in accordance with the time frame (till 202	.0		
	Training ongoing		4001	N
			40%	02/01/2020
Comment:	Line of action will be in accordance with the time frame (till 202	.0		
3	Training completed		500/	N
			50%	02/01/2020

Comment:	Explain situation/plans: Line of action will be in accordance with the time frame and training plans will be updating and a training package will be developed till 2020. All concerned personnel have been trained (02/01/2020). Explain situation/plans: Line of action will be in accordance with the time frame and all concerned personnel will be trained till 2020 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		by:02/01/2020		
	downlinked aircraft identification feature				
BHANSA	-	40%	Ongoing		
1	Activity started (e.g. Project kicked-off)	10%	Υ		
		10%	02/01/2020		
Comment:	: Line of action will be in accordance with the time frame (till 2020). FHA delivered to BHDCA in October 2018.				
2	Safety Assessment drafted	30%	Υ		
		30%	02/01/2020		
Comment:	Line of action will be in accordance with the time frame (till 2020). FHA delivered to BHDCA in October 2018. PSSA and SSA will be delivered to BHDCA in February 2019.				
3	Safety Assessment delivered to the competent authority		N		
	, , , , , , , , , , , , , , , , , , ,	60%	02/01/2020		
Comment:	Safety argument addressing the implementation of the capability allowing 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 (till 2020). Safety argument addressing the implementation of the capability allowing individual aircraft identification using the downlinked aircraft identification to the Regulator/NSA/Competent Authority, as appropriate, depending on risks or the introduction of new aviation standards (02/01/2020). Explain situation/plans:	the establ	nas been developed ishment of the nas been delivered		
	Line of action will be in accordance with the time frame (till 2020). FHA delivered to BHDCA in October 2018.				
	PSSA and SSA will be delivered to BHDCA in February 2019.				

Ensure Quality of Aeronautical Data and Aeronautical Information Ilmescales: Entry into force of the regulation: 16/02/2010 Article (54)(a), Article (54)(b) and Article 6 to 13 to be implemented by: 30/06/2013 Article (4, Article (54)(a), Article (52), Article 5(2), and Article 5(4)(c) to be implemented by: 30/06/2013 Article 4, Article (51) and Article 5(2), Article 5(2), and Article 5(4)(c) to be implemented by: 30/06/2014 Article (4, Article (51)) and Article 5(2), Article 5(3) and Article 5(4)(c) to be implemented by: 30/06/2017 Article (4, Article (51)) and Article 5(2), Article 5(3) and Article 5(4)(c) to be implemented by: 30/06/2017 Article (51) and Article 5(2), Article 5(3) and Article 5(4)(c) to be implemented by: 30/06/2017 Article (51) and Article 5(2), Article 5(3) and Article 5(4)(c) to be implemented by: 30/06/2017 Article (51) and 14 to the implemented by: 30/06/2018 Article 5(3) and Herzegovina under the number 61/14), but not implemented by: 30/06/2013 Article (51) and 15/2010 Article 5(3) and Herzegovina under the number 61/14), but not implemented by: 30/06/2013 Article 5(3) and Herzegovina under the number 61/14), but not implemented by: 30/06/2013 Article 5(3) and Herzegovina under the number 61/14), but not implemented by: 30/06/2013 Article 5(3) and Herzegovina under the number 61/14), but not implemented by: 30/06/2013 Article 5(3) and Herzegovina under the number 61/14), but not implemented by: 30/06/2013 Article 5(3) and Article 5(3) and Herzegovina under the number 61/14), but not implemented by: 30/06/2013 Article 5(3) and 31/12/2011 Article 5(3) and Article 5(3) and Article 5(3) and Article 5(3) and 31/12/2011 Article 5(3) and Article 5(3) and Article 5(3) and 31/12/2011 Article 5(3) and 31/12/2011 Article 5(3) and 31/12/2011 Article 5(3) and 31/12/2011 Article 5(3				
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. REG (By:06/2017) BHDCA 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 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. ITY-ADQ-REGO1 Verify the compliance with data quality requirements and supervise safety assessments BHDCA Activity sarted (e.g. Project kicked-off) Comment: Activity started (e.g. Project kicked-off) Activity that data quality and process requirements were met 3 Supervision of safety assessment conducted 35% 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 4 Notification that changes were accepted 5 N 31/12/2021 Comment: No activity on this issue. Activity started (e.g. Project kicked-off) 10% 31/12/2021 Comment: In this moment no activity started. Formal arrangements have been received 5 N 31/12/2021 Comment: In this moment there is no formal arrangement which are verified and accepted. TY-ADQ-REGO4 Verify that all parties comply with all data requirements Py30/06/2017 BHDCA 1 Activity started (e.g. Project kicked-off) 10% 31/12/202	ITY-ADQ	Timescales: Entry into force of the regulation: 16/02/2010 Article 5(4)(a), Article 5(4)(b) and Article 6 to 13 to be implemented by: 30/06/2013 Article 4, Article5(1) and Article 5(2), Article 5(3) and Article 5(4)(c) to be implemented by: 30/06/2014	0%	Late
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. REG (By:06/2017) BHDCA 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 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. ITY-ADQ-REGO1 Verify the compliance with data quality requirements and supervise safety assessments BHDCA Activity sarted (e.g. Project kicked-off) Comment: Activity started (e.g. Project kicked-off) Activity that data quality and process requirements were met 3 Supervision of safety assessment conducted 35% 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 4 Notification that changes were accepted 5 N 31/12/2021 Comment: No activity on this issue. Activity started (e.g. Project kicked-off) 10% 31/12/2021 Comment: In this moment no activity started. Formal arrangements have been received 5 N 31/12/2021 Comment: In this moment there is no formal arrangement which are verified and accepted. TY-ADQ-REGO4 Verify that all parties comply with all data requirements Py30/06/2017 BHDCA 1 Activity started (e.g. Project kicked-off) 10% 31/12/202	Regulation (FII) 73		zette of	
BHDCA 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. ITY-ADQ-REGO1 Verify the compliance with data quality requirements and supervise safety assessments BHDCA - Activity started (e.g. Project kicked-off) 10% 11/2/2021 Comment: Activity not started yet. 2 Verification that data quality and process requirements were met 30% 13/12/2021 Comment: In this moment there is no verification that data quality and process requirements are met. 3 Supervision of safety assessment conducted 35% 13/12/2021 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-REGO2 Verify the establishment of formal arrangements	Bosnia and Herzeg Regulation (EU) 10 domestic legislatic amending regulati depends on the pr	ovina under the number 61/14), but not implemented yet. BHDCA has dra 29/2014 which amending regulation 73/2010 which will also be transpose on. Publication in the Official Gazette of Regulation (EU) 1029/2014 which on 73/2010 is expected in the current year. Complete implementation plan	afted d into	31/12/2021
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 darfated 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 sexpected in the current year. ITY-ADQ-REG01 Verify the compliance with data quality requirements and supervise safety assessments BHDCA -	REG (By:06/2017)			
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 be expected in the current year. ITY-ADQ-REGO1 Verify the compliance with data quality requirements and supervise safety assessments BHDCA - O% Late Activity started (e.g. Project kicked-off) 10% 31/12/2021 Comment: Activity not started yet. Verification that data quality and process requirements were met 30% 31/12/2021 Comment: In this moment there is no verification that data quality and process requirements are met. 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-REGO2 Verify the establishment of formal arrangements BHDCA - Activity started (e.g. Project kicked-off) 0% Late 1 Activity started (e.g. Project kicked-off) 0% 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. 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-REGO4 Verify that all parties comply with all data requirements by 330/06/2017 BHDCA - Activity started (e.g. Project kicked-off) 0% Late 1 Activity started (e.g. Project kicked-off) 0% Late			0%	Late
BHDCA - 0% Late Activity started (e.g. Project kicked-off) 10% 31/12/2021 Comment: Activity not started yet. 2 Verification that data quality and process requirements were met 30% 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% 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. 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% 13/12/2021	Official Gazette of implemented yet. amending regulation legislation. Publica amending regulation	Bosnia and Herzegovina under the number 61/14), but not BHDCA has drafted Regulation (EU) 1029/2014 which on 73/2010 which will also be transposed into domestic tion in the Official Gazette of Regulation (EU) 1029/2014 which on 73/2010 is expected in the current year.		31/12/2021
BHDCA-Cativity started (e.g. Project kicked-off)0%Late1Activity started (e.g. Project kicked-off)10%31/12/2021Comment:Activity not started yet.2Verification that data quality and process requirements were met30%N 31/12/2021Comment:In this moment there is no verification that data quality and process requirements are met.3Supervision of safety assessment conducted35%N 31/12/2021Comment:No activity on this issue.4Notification that changes were accepted25%N 31/12/2021Comment:No activity in this moment.ITY-ADQ-REG02Verify the establishment of formal arrangementsby:30/06/2013BHDCA-0%Late1Activity started (e.g. Project kicked-off)N 31/12/2021Comment:In this moment no activity started.2Formal arrangements have been received65%N 31/12/2021Comment:There is no formal arrangements.Comment:In this moment there is no formal arrangement which are verified and accepted.ITY-ADQ-REG04Verify that all parties comply with all data requirementsby:30/06/2017BHDCA-0%Late1Activity started (e.g. Project kicked-off)0%LateITY-ADQ-REG04Verify that all parties comply with all data requirementsby:30/06/2017BHDCA-0%Late	ITY-ADQ-REG01			by:30/06/2013
Comment: Activity not started yet. 2 Verification that data quality and process requirements were met 30% 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) 0% 10% 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 - Activity started (e.g. Project kicked-off) 0% Late 1 Activity started (e.g. Project kicked-off) 0% Late 1 Activity started (e.g. Project kicked-off) 0% Late 1 Activity started (e.g. Project kicked-off) 0% Late	BHDCA	-	0%	Late
Comment: Activity not started yet. 2 Verification that data quality and process requirements were met 30% 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) 0% 10% 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 - Activity started (e.g. Project kicked-off) 0% Late 1 Activity started (e.g. Project kicked-off) 0% Late 1 Activity started (e.g. Project kicked-off) 0% Late 1 Activity started (e.g. Project kicked-off) 0% Late	1	Activity started (e.g. Project kicked-off)		N
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$			10%	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 5 N 31/12/2021 Comment: No activity in this moment. ITY-ADQ-REG02 Verify the establishment of formal arrangements BHDCA - 0% Late 1 Activity started (e.g. Project kicked-off) 10% 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 1 Activity started (e.g. Project kicked-off)	Comment:	Activity not started yet.		
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	2	Verification that data quality and process requirements were met	30%	
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	Comment:	In this moment there is no verification that data quality and process requir	ements ar	e met.
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 BHDCA - 0% Late Activity started (e.g. Project kicked-off) 10% 31/12/2021 Comment: In this moment no activity started. Formal arrangements have been received 65% N 31/12/2021 Comment: There is no formal arrangements. 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) N 31/12/2021	3	Supervision of safety assessment conducted	35%	
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	Comment:	No activity on this issue.		
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% 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% 31/12/2021			25%	
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	Comment:	No activity in this moment.		
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	ITY-ADQ-REG02	Verify the establishment of formal arrangements		by:30/06/2013
Comment: In this moment no activity started. 2 Formal arrangements have been received Comment: There is no formal arrangements. 3 Formal arrangements have been verified and accepted Comment: In this moment there is no formal arrangement which are verified and accepted. 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) N 31/12/2021		-	0%	
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	1	Activity started (e.g. Project kicked-off)	10%	
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	Comment:	In this moment no activity started.		01/12/2021
Comment: There is no formal arrangements. 3 Formal arrangements have been verified and accepted 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) $\frac{N}{31/12/2021}$		·	C=c:	N
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$			65%	
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	Comment:	There is no formal arrangements.		
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) N 31/12/2021			25%	
	Comment:	In this moment there is no formal arrangement which are verified and acce	pted.	, , ,
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$			İ	by:30/06/2017
1 Activity started (e.g. Project kicked-off) $10\% \qquad \frac{N}{31/12/2021}$		-	0%	
31/12/2021		Activity started (e.g. Project kicked-off)		
Comment: There is no activity on this issue.		· · · · · · · · · · · · · · · · · · ·	10%	31/12/2021
	Comment:	There is no activity on this issue.		

_				
2	All parties publishing aeronautical data and/or aeronautical informal comply with all the requirements	ormation	65%	N 31/12/2021
Commont	There is no activity on this issue.			31/12/2021
	An according statement of compliance has been received			N
3	All according statement of compliance has been received		25%	31/12/2021
Comment:	There is no activity on this issue.			31/12/2021
Comment.	There is no activity on this issue.			
ASP (By:06/2017)				
BHANSA			0%	Late
Implementation pl	anned. Complete implementation plan depends on the	-		
	d under implementation issues. BHANSA would need to adjust			31/12/2021
its plans and action				
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 re	1		N
	and rectification requirements. Validate and verify all tools use	d to	30%	31/12/2021
	support or automate processes			
3	Conduct a safety assessment, provide a safety assessment repo	ort to the	35%	N
	NSA and if applicable provide safety arguments to the NSA			31/12/2021
4	Introduction of the change into service was accepted by the NS		250/	N
	notification of acceptance has been received. An EC declaration		25%	31/12/2021
Comment:	verification of systems and a technical file has been submitted	to the NSA		
Comment:				
ITY-ADQ-ASP02	Establish formal arrangements			by:30/06/2013
BHANSA	-		0%	Late
	- Activity started (e.g. Project kicked-off)			Late N
	Activity started (e.g. Project kicked-off)		0% 10%	
1	Activity started (e.g. Project kicked-off) Establish formal arrangements with other relevant parties		10%	N
1				N 31/12/2021
1		established	10%	N 31/12/2021 N
2	Establish formal arrangements with other relevant parties	established	10%	N 31/12/2021 N 31/12/2021
2	Establish formal arrangements with other relevant parties		10%	N 31/12/2021 N 31/12/2021 N
2	Establish formal arrangements with other relevant parties Formal arrangements signed by all relevant parties have been e		10%	N 31/12/2021 N 31/12/2021 N
2	Establish formal arrangements with other relevant parties Formal arrangements signed by all relevant parties have been established by all relevant parties have been established by all relevant parties have been established.	established.	10% 40% 50%	N 31/12/2021 N 31/12/2021 N 31/12/2021
2 3 Comment:	Establish formal arrangements with other relevant parties Formal arrangements signed by all relevant parties have been established by all relevant parties have	established.	10% 40% 50%	N 31/12/2021 N 31/12/2021 N 31/12/2021
2	Establish formal arrangements with other relevant parties Formal arrangements signed by all relevant parties have been establish consistency mechanisms and implement timeliness	established.	10% 40% 50%	N 31/12/2021 N 31/12/2021 N 31/12/2021 rtification process.
2 3 Comment:	Establish formal arrangements with other relevant parties Formal arrangements signed by all relevant parties have been established by all relevant parties have	established.	10% 40% 50% rough ce	N 31/12/2021 N 31/12/2021 N 31/12/2021 rtification process. by:30/06/2013
2 3 Comment: ITY-ADQ-ASP03 BHANSA	Establish formal arrangements with other relevant parties Formal arrangements signed by all relevant parties have been a signed arrangements signed by all relevant parties have been a signed arrangements signed by all relevant parties have been a signed in situation/plans: Implementation of Regulation 73/2010 by BHANS-a will be done in the signed arrangement by the signed arrangement in the signed by all relevant parties have been a signed by all re	established.	10% 40% 50%	N 31/12/2021 N 31/12/2021 N 31/12/2021 rtification process. by:30/06/2013 Late
2 3 Comment: ITY-ADQ-ASP03 BHANSA	Establish formal arrangements with other relevant parties Formal arrangements signed by all relevant parties have been establish consistency mechanisms and implement timeliness	established.	10% 40% 50% rough ce	N 31/12/2021 N 31/12/2021 N 31/12/2021 rtification process. by:30/06/2013 Late N
2 3 Comment: ITY-ADQ-ASP03 BHANSA 1	Establish formal arrangements with other relevant parties Formal arrangements signed by all relevant parties have been establish consistency mechanisms and implement timeliness requirements - Activity started (e.g. Project kicked-off)	established.	10% 40% 50% rough ce	N 31/12/2021 N 31/12/2021 N 31/12/2021 rtification process. by:30/06/2013 Late N 31/12/2021
2 3 Comment: ITY-ADQ-ASP03 BHANSA	Establish formal arrangements with other relevant parties Formal arrangements signed by all relevant parties have been a signed arrangements signed by all relevant parties have been a signed arrangements signed by all relevant parties have been a signed in situation/plans: Implementation of Regulation 73/2010 by BHANS-a will be done in the signed arrangement by the signed arrangement in the signed by all relevant parties have been a signed by all re	established.	10% 40% 50% rough ce	N 31/12/2021 N 31/12/2021 N 31/12/2021 rtification process. by:30/06/2013 Late N 31/12/2021 N
2 3 Comment: ITY-ADQ-ASP03 BHANSA 1	Establish formal arrangements with other relevant parties Formal arrangements signed by all relevant parties have been of the Explain situation/plans: Implementation of Regulation 73/2010 by BHANS-a will be done to the Establish consistency mechanisms and implement timeliness requirements - Activity started (e.g. Project kicked-off) Consistency mechanisms and timeliness requirements drafted	established. e in 2018, th	10% 40% 50% rough ce 0% 10%	N 31/12/2021 N 31/12/2021 N 31/12/2021 rtification process. by:30/06/2013 Late N 31/12/2021 N 31/12/2021
2 3 Comment: ITY-ADQ-ASP03 BHANSA 1	Establish formal arrangements with other relevant parties Formal arrangements signed by all relevant parties have been explain situation/plans: Implementation of Regulation 73/2010 by BHANS-a will be done Establish consistency mechanisms and implement timeliness requirements - Activity started (e.g. Project kicked-off) Consistency mechanisms and timeliness requirements drafted Consistency mechanisms and timeliness requirements establish	established. e in 2018, th	10% 40% 50% rough ce 0% 10%	N 31/12/2021 N 31/12/2021 N 31/12/2021 rtification process. by:30/06/2013 Late N 31/12/2021 N 31/12/2021 N
2 3 Comment: ITY-ADQ-ASP03 BHANSA 1 2	Establish formal arrangements with other relevant parties Formal arrangements signed by all relevant parties have been explain situation/plans: Implementation of Regulation 73/2010 by BHANS-a will be done Establish consistency mechanisms and implement timeliness requirements - Activity started (e.g. Project kicked-off) Consistency mechanisms and timeliness requirements drafted Consistency mechanisms and timeliness requirements establish documented	established. e in 2018, th	10% 40% 50% rough ce 0% 10% 30%	N 31/12/2021 N 31/12/2021 N 31/12/2021 rtification process. by:30/06/2013 Late N 31/12/2021 N 31/12/2021 N 31/12/2021
2 3 Comment: ITY-ADQ-ASP03 BHANSA 1 2	Establish formal arrangements with other relevant parties Formal arrangements signed by all relevant parties have been of the Explain situation/plans: Implementation of Regulation 73/2010 by BHANS-a will be done Establish consistency mechanisms and implement timeliness requirements - Activity started (e.g. Project kicked-off) Consistency mechanisms and timeliness requirements drafted Consistency mechanisms and timeliness requirements establish documented Mechanisms ensuring consistency and, if relevant, annotating the stablish documented of the stablish consistency and timeliness requirements establish documented	established. e in 2018, th	10% 40% 50% rough ce 0% 10% 30%	N 31/12/2021 N 31/12/2021 N 31/12/2021 rtification process. by:30/06/2013 Late N 31/12/2021 N 31/12/2021 N 31/12/2021
2 3 Comment: ITY-ADQ-ASP03 BHANSA 1 2	Establish formal arrangements with other relevant parties Formal arrangements signed by all relevant parties have been of Explain situation/plans: Implementation of Regulation 73/2010 by BHANS-a will be done Establish consistency mechanisms and implement timeliness requirements - Activity started (e.g. Project kicked-off) Consistency mechanisms and timeliness requirements drafted Consistency mechanisms and timeliness requirements establish documented Mechanisms ensuring consistency and, if relevant, annotating arequirements have been established and documented.	established. e in 2018, th	10% 40% 50% rough ce 0% 10% 30%	N 31/12/2021 N 31/12/2021 N 31/12/2021 rtification process. by:30/06/2013 Late N 31/12/2021 N 31/12/2021 N 31/12/2021
2 3 Comment: ITY-ADQ-ASP03 BHANSA 1 2	Establish formal arrangements with other relevant parties Formal arrangements signed by all relevant parties have been explain situation/plans: Implementation of Regulation 73/2010 by BHANS-a will be done Establish consistency mechanisms and implement timeliness requirements - Activity started (e.g. Project kicked-off) Consistency mechanisms and timeliness requirements drafted Consistency mechanisms and timeliness requirements establish documented Mechanisms ensuring consistency and, if relevant, annotating of requirements have been established and documented. Explain situation/plans:	established. e in 2018, th	10% 40% 50% rough ce 0% 10% 30% 60% meeting	N 31/12/2021 N 31/12/2021 N 31/12/2021 rtification process. by:30/06/2013 Late N 31/12/2021 N 31/12/2021 N 31/12/2021 the data quality
2 3 Comment: ITY-ADQ-ASP03 BHANSA 1 2	Establish formal arrangements with other relevant parties Formal arrangements signed by all relevant parties have been of Explain situation/plans: Implementation of Regulation 73/2010 by BHANS-a will be done Establish consistency mechanisms and implement timeliness requirements - Activity started (e.g. Project kicked-off) Consistency mechanisms and timeliness requirements drafted Consistency mechanisms and timeliness requirements establish documented Mechanisms ensuring consistency and, if relevant, annotating arequirements have been established and documented.	established. e in 2018, th	10% 40% 50% rough ce 0% 10% 30% 60% meeting	N 31/12/2021 N 31/12/2021 N 31/12/2021 rtification process. by:30/06/2013 Late N 31/12/2021 N 31/12/2021 N 31/12/2021 the data quality
2 3 Comment: ITY-ADQ-ASP03 BHANSA 1 2 3 Comment:	Establish formal arrangements with other relevant parties Formal arrangements signed by all relevant parties have been explain situation/plans: Implementation of Regulation 73/2010 by BHANS-a will be done Establish consistency mechanisms and implement timeliness requirements - Activity started (e.g. Project kicked-off) Consistency mechanisms and timeliness requirements drafted Consistency mechanisms and timeliness requirements establish documented Mechanisms ensuring consistency and, if relevant, annotating arequirements have been established and documented. Explain situation/plans: Implementation of Regulation 73/2010 by BHANS-a will be done	established. e in 2018, th	10% 40% 50% rough ce 0% 10% 30% 60% meeting	N 31/12/2021 N 31/12/2021 N 31/12/2021 rtification process. by:30/06/2013 Late N 31/12/2021 N 31/12/2021 N 31/12/2021 the data quality rtification process.
2 3 Comment: ITY-ADQ-ASP03 BHANSA 1 2	Establish formal arrangements with other relevant parties Formal arrangements signed by all relevant parties have been explain situation/plans: Implementation of Regulation 73/2010 by BHANS-a will be done Establish consistency mechanisms and implement timeliness requirements - Activity started (e.g. Project kicked-off) Consistency mechanisms and timeliness requirements drafted Consistency mechanisms and timeliness requirements establish documented Mechanisms ensuring consistency and, if relevant, annotating of requirements have been established and documented. Explain situation/plans:	established. e in 2018, th	10% 40% 50% rough ce 0% 10% 30% 60% meeting	N 31/12/2021 N 31/12/2021 N 31/12/2021 rtification process. by:30/06/2013 Late N 31/12/2021 N 31/12/2021 N 31/12/2021 the data quality

		1	1
1	Activity started (e.g. Project kicked-off)	10%	N 31/12/2021
2	Develop and maintain awareness material and implement training and		N
2	competence requirements	40%	31/12/2021
3	Develop and maintain operating manuals and request security clearances		N
		50%	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
	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 Comment:	Access authorisations have been provided	25%	N 31/12/2021
	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 im A safety assessment report, including safety arguments where applicable, or The introduction of the change into service was accepted by the NSA and a will be received. An EC declaration of verification of systems and a technical file containing of the relevant regulatory provisions and with the relevant parts of EUROCON acceptable means of compliance will be submitted to the NSA.	will be pro notificati	ovided to the NSA. ion of acceptance of compliance with
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 com the NS.	pliance w	ill be provided to

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
	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		35%	N 31/12/2021
4		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	management objectives has been implemented, documented and is maintained	30%	N 31/12/2021 N
3	management objectives has been implemented, documented and is maintained An EN ISO 9001 certificate has been obtained		N 31/12/2021 N 31/12/2021 N
	management objectives has been implemented, documented and is maintained An EN ISO 9001 certificate has been obtained Documentation related to certification has been provided to the NSA.	35%	N 31/12/2021 N 31/12/2021
4	management objectives has been implemented, documented and is maintained An EN ISO 9001 certificate has been obtained Documentation related to certification has been provided to the NSA. Access authorisations have been provided Implement the common dataset and digital exchange format	35%	N 31/12/2021 N 31/12/2021 N 31/12/2021
4 ITY-ADQ-APO04 SARAJEVO	management objectives has been implemented, documented and is maintained An EN ISO 9001 certificate has been obtained Documentation related to certification has been provided to the NSA. Access authorisations have been provided Implement the common dataset and digital exchange format requirements -	35%	N 31/12/2021 N 31/12/2021 N 31/12/2021 by:30/06/2014 Late N
4 ITY-ADQ-APO04 SARAJEVO Airport	management objectives has been implemented, documented and is maintained An EN ISO 9001 certificate has been obtained Documentation related to certification has been provided to the NSA. Access authorisations have been provided Implement the common dataset and digital exchange format requirements -	35% 25% 0%	N 31/12/2021 N 31/12/2021 N 31/12/2021 by:30/06/2014 Late
ITY-ADQ-APO04 SARAJEVO Airport 1	management objectives has been implemented, documented and is maintained An EN ISO 9001 certificate has been obtained Documentation related to certification has been provided to the NSA. Access authorisations have been provided Implement the common dataset and digital exchange format requirements - Activity started (e.g. Project kicked-off)	35% 25% 0%	N 31/12/2021 N 31/12/2021 N 31/12/2021 by:30/06/2014 Late N
4 ITY-ADQ-APO04 SARAJEVO Airport 1 Comment:	management objectives has been implemented, documented and is maintained An EN ISO 9001 certificate has been obtained Documentation related to certification has been provided to the NSA. Access authorisations have been provided Implement the common dataset and digital exchange format requirements - Activity started (e.g. Project kicked-off) The common dataset and digital exchange format requirements have been implemented	35% 25% 0% 10%	N 31/12/2021 N 31/12/2021 N 31/12/2021 by:30/06/2014 Late N 31/12/2021
4 ITY-ADQ-APO04 SARAJEVO Airport 1 Comment:	management objectives has been implemented, documented and is maintained An EN ISO 9001 certificate has been obtained Documentation related to certification has been provided to the NSA. Access authorisations have been provided Implement the common dataset and digital exchange format requirements - Activity started (e.g. Project kicked-off) The common dataset and digital exchange format requirements have been implemented Safety assessment done and report, including safety arguments provided to the NSA	35% 25% 0% 10%	N 31/12/2021 N 31/12/2021 N 31/12/2021 by:30/06/2014 Late N 31/12/2021 N 31/12/2021

SARAJEVO Airport		-	0%	Late
	1	Activity started (e.g. Project kicked-off)	10%	N
			10%	31/12/2021
	2	All electronic data was updated and is compliant to all requirements	65%	N
			05%	31/12/2021
	3	A statement of compliance has been provided to the NSA	25%	N
			25%	31/12/2021

	Initial ATC Air Cround Data Link Comises		
	Initial ATC Air-Ground Data Link Services Timescales:		
ITY-AGDL	ATS unit operational capability: 05/02/2018	0%	Not yet planned
	Aircraft capability: 05/02/2020		
No plan at the mo			-
REG (By:02/2018)			
BHDCA		0%	Not yet planned
No plan at the mor	nent		-
ITY-AGDL-REG03	Ensure the publication of relevant information in the national		
,	aeronautical information publication		by:-
BHDCA	-	0%	Not yet planned
1	Activity started (e.g. Project kicked-off)	100/	N
	, , , , ,	10%	-
2	National aeronautical information publications have been updated	/	N
	appropriately	90%	-
ITY-AGDL-REG04	Ensure ATN/VDL-2 availability, security policy and address management		
	procedures		by:-
BHDCA	-	0%	Not yet planned
1	Activity started (e.g. Project kicked-off)	4.00/	N
		10%	-
2	All air-ground communication services satisfying the requirements for	400/	N
	ATN and VDL-2 have been approved by NSA	40%	-
3	The appropriate security policy for data exchanges of the DLIC, ACM, ACL	250/	N
	and AMC services has been approved by NSA	25%	-
4	The harmonized procedures for managing the addressing information	250/	N
	have been approved by NSA	25%	-
Comment:	-		
Comment: ITY-AGDL-REG06	Notify potential exemption cases to the European Commission		by:-
	Notify potential exemption cases to the European Commission -	0%	by:- Not yet planned
ITY-AGDL-REG06	Notify potential exemption cases to the European Commission SLoA closed/completed in 2015 cycle		·
ITY-AGDL-REG06 BHDCA	-	0% 100%	Not yet planned
ITY-AGDL-REG06 BHDCA	-		Not yet planned
ITY-AGDL-REG06 BHDCA 1	- SLoA closed/completed in 2015 cycle		Not yet planned
ITY-AGDL-REG06 BHDCA 1 Comment:	- SLoA closed/completed in 2015 cycle		Not yet planned
ITY-AGDL-REG06 BHDCA 1 Comment: ASP (By:02/2018)	SLoA closed/completed in 2015 cycle Notify potential exemption cases to the European Commission.	100%	Not yet planned N -
ITY-AGDL-REG06 BHDCA 1 Comment: ASP (By:02/2018) BHANSA	SLoA closed/completed in 2015 cycle Notify potential exemption cases to the European Commission.	100%	Not yet planned N - Not yet planned -
ITY-AGDL-REG06 BHDCA Comment: ASP (By:02/2018) BHANSA No plan at the more	SLoA closed/completed in 2015 cycle Notify potential exemption cases to the European Commission. nent	100%	Not yet planned N -
ITY-AGDL-REG06 BHDCA Comment: ASP (By:02/2018) BHANSA No plan at the more	SLoA closed/completed in 2015 cycle Notify potential exemption cases to the European Commission. nent Ensure the conformity of communications, flight data and initial flight	100%	Not yet planned N - Not yet planned -
ITY-AGDL-REG06 BHDCA 1 Comment: ASP (By:02/2018) BHANSA No plan at the mor ITY-AGDL-ASP01 BHANSA	SLoA closed/completed in 2015 cycle Notify potential exemption cases to the European Commission. enent Ensure the conformity of communications, flight data and initial flight plan processing systems and associated procedures	0%	Not yet planned N - Not yet planned - by:-
ITY-AGDL-REG06 BHDCA 1 Comment: ASP (By:02/2018) BHANSA No plan at the mor ITY-AGDL-ASP01 BHANSA	SLoA closed/completed in 2015 cycle Notify potential exemption cases to the European Commission. nent Ensure the conformity of communications, flight data and initial flight plan processing systems and associated procedures BH ACC Project/task for ensuring the conformity of communications, flight data and initial flight plan processing systems and associated procedures has	0%	Not yet planned N - Not yet planned - by:- Not yet planned
ITY-AGDL-REG06 BHDCA 1 Comment: ASP (By:02/2018) BHANSA No plan at the mor ITY-AGDL-ASP01 BHANSA	SLoA closed/completed in 2015 cycle Notify potential exemption cases to the European Commission.	0%	Not yet planned N - Not yet planned - by:- Not yet planned
ITY-AGDL-REG06 BHDCA 1 Comment: ASP (By:02/2018) BHANSA No plan at the mor ITY-AGDL-ASP01 BHANSA	SLoA closed/completed in 2015 cycle Notify potential exemption cases to the European Commission. Ensure the conformity of communications, flight data and initial flight plan processing systems and associated procedures BH ACC Project/task for ensuring the conformity of communications, flight data and initial flight plan processing systems and associated procedures has kicked off Air ground com. systems, flight data and initial flight plan processing	0%	Not yet planned N - Not yet planned - by:- Not yet planned
ITY-AGDL-REG06 BHDCA Comment: ASP (By:02/2018) BHANSA No plan at the mor ITY-AGDL-ASP01 BHANSA 1	SLoA closed/completed in 2015 cycle Notify potential exemption cases to the European Commission. Ensure the conformity of communications, flight data and initial flight plan processing systems and associated procedures BH ACC Project/task for ensuring the conformity of communications, flight data and initial flight plan processing systems and associated procedures has kicked off Air ground com. systems, flight data and initial flight plan processing systems to enable datalink communication between controllers and	0% 0% 10%	Not yet planned N - Not yet planned - by:- Not yet planned N -
ITY-AGDL-REG06 BHDCA Comment: ASP (By:02/2018) BHANSA No plan at the mor ITY-AGDL-ASP01 BHANSA 1	SLoA closed/completed in 2015 cycle Notify potential exemption cases to the European Commission.	0%	Not yet planned N - Not yet planned by:- Not yet planned N -
ITY-AGDL-REG06 BHDCA Comment: ASP (By:02/2018) BHANSA No plan at the mor ITY-AGDL-ASP01 BHANSA 1	SLoA closed/completed in 2015 cycle Notify potential exemption cases to the European Commission.	0% 0% 10%	Not yet planned N - Not yet planned by:- Not yet planned N - N - N
ITY-AGDL-REG06 BHDCA Comment: ASP (By:02/2018) BHANSA No plan at the mor ITY-AGDL-ASP01 BHANSA 1	SLoA closed/completed in 2015 cycle Notify potential exemption cases to the European Commission. Ensure the conformity of communications, flight data and initial flight plan processing systems and associated procedures BH ACC Project/task for ensuring the conformity of communications, flight data and initial flight plan processing systems and associated procedures has kicked off 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 Communication, flight data and initial flight plan processing systems have	0% 0% 10%	Not yet planned N - Not yet planned by:- Not yet planned N -
ITY-AGDL-REG06 BHDCA 1 Comment: ASP (By:02/2018) BHANSA No plan at the mor ITY-AGDL-ASP01 BHANSA 1	SLOA closed/completed in 2015 cycle Notify potential exemption cases to the European Commission. Ensure the conformity of communications, flight data and initial flight plan processing systems and associated procedures BH ACC Project/task for ensuring the conformity of communications, flight data and initial flight plan processing systems and associated procedures has kicked off 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 Communication, flight data and initial flight plan processing systems have been installed	0% 0% 10%	Not yet planned N - Not yet planned - by:- Not yet planned N - N - N - N
ITY-AGDL-REG06 BHDCA Comment: ASP (By:02/2018) BHANSA No plan at the mor ITY-AGDL-ASP01 BHANSA 1	SLoA closed/completed in 2015 cycle Notify potential exemption cases to the European Commission. Ensure the conformity of communications, flight data and initial flight plan processing systems and associated procedures BH ACC Project/task for ensuring the conformity of communications, flight data and initial flight plan processing systems and associated procedures has kicked off 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 Communication, flight data and initial flight plan processing systems have	100% 0% 10% 30% 35%	Not yet planned N - Not yet planned by:- Not yet planned N - N - N
ITY-AGDL-REG06 BHDCA Comment: ASP (By:02/2018) BHANSA No plan at the mor ITY-AGDL-ASP01 BHANSA 1 2 3 4	SLOA closed/completed in 2015 cycle Notify potential exemption cases to the European Commission. Ensure the conformity of communications, flight data and initial flight plan processing systems and associated procedures BH ACC Project/task for ensuring the conformity of communications, flight data and initial flight plan processing systems and associated procedures has kicked off 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 Communication, flight data and initial flight plan processing systems have been installed Associated procedures are tested, validated and applied in operation	0% 0% 10%	Not yet planned N - Not yet planned by:- Not yet planned N - N - N - N - N - N - N - N - N
ITY-AGDL-REG06 BHDCA Comment: ASP (By:02/2018) BHANSA No plan at the mor ITY-AGDL-ASP01 BHANSA 1 2 ITY-AGDL-ASP02	SLOA closed/completed in 2015 cycle Notify potential exemption cases to the European Commission. Ensure the conformity of communications, flight data and initial flight plan processing systems and associated procedures BH ACC Project/task for ensuring the conformity of communications, flight data and initial flight plan processing systems and associated procedures has kicked off 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 Communication, flight data and initial flight plan processing systems have been installed Associated procedures are tested, validated and applied in operation Organise personnel awareness and training	100% 0% 10% 30% 35% 25%	Not yet planned N - Not yet planned - by:- Not yet planned N - N - N - N - N - by:- N - D - -
ITY-AGDL-REG06 BHDCA Comment: ASP (By:02/2018) BHANSA No plan at the mor ITY-AGDL-ASP01 BHANSA 1 2 ITY-AGDL-ASP02 BHANSA	SLOA closed/completed in 2015 cycle Notify potential exemption cases to the European Commission. Ensure the conformity of communications, flight data and initial flight plan processing systems and associated procedures BH ACC Project/task for ensuring the conformity of communications, flight data and initial flight plan processing systems and associated procedures has kicked off 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 Communication, flight data and initial flight plan processing systems have been installed Associated procedures are tested, validated and applied in operation Organise personnel awareness and training BH ACC	100% 0% 10% 30% 35%	Not yet planned N - Not yet planned by:- Not yet planned N - N - N - N - N - N - N N
ITY-AGDL-REG06 BHDCA Comment: ASP (By:02/2018) BHANSA No plan at the mor ITY-AGDL-ASP01 BHANSA 1 2 ITY-AGDL-ASP02 BHANSA	SLOA closed/completed in 2015 cycle Notify potential exemption cases to the European Commission. Ensure the conformity of communications, flight data and initial flight plan processing systems and associated procedures BH ACC Project/task for ensuring the conformity of communications, flight data and initial flight plan processing systems and associated procedures has kicked off 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 Communication, flight data and initial flight plan processing systems have been installed Associated procedures are tested, validated and applied in operation Organise personnel awareness and training	100% 0% 10% 30% 35% 25%	Not yet planned N - Not yet planned - by:- Not yet planned N - N - N - N - N - N - by:-
ITY-AGDL-REG06 BHDCA Comment: ASP (By:02/2018) BHANSA No plan at the mor ITY-AGDL-ASP01 BHANSA 1 2 ITY-AGDL-ASP02 BHANSA	SLOA closed/completed in 2015 cycle Notify potential exemption cases to the European Commission.	100% 0% 10% 30% 35% 25% 0%	Not yet planned N - Not yet planned - by:- Not yet planned N - N - N - N - N - N - N - N - N - N

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		N
	air-ground communication requirements has kicked off	10%	-
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	ВН АСС	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			N
	air-ground datalink services has been tested, validated & available for operation use	25%	-
ITY-AGDL-ASP05	Implement Logon Forward process		by:-
BHANSA	BH ACC	0%	·
	BH ACC Activity started (e.g. Project kicked-off)	0% 10%	Not yet planned N -
	Activity started (e.g. Project kicked-off)		Not yet planned
2	Activity started (e.g. Project kicked-off) System/upgrade procured ATC system is capable of transmission and reception of logon parameters	10%	Not yet planned N
2	Activity started (e.g. Project kicked-off) System/upgrade procured ATC system is capable of transmission and reception of logon parameters of flight data (e.g. LOF OLDI message) between ATC units	10%	Not yet planned N - N - N - N -
2	Activity started (e.g. Project kicked-off) System/upgrade procured ATC system is capable of transmission and reception of logon parameters	10%	Not yet planned N - N -
2	Activity started (e.g. Project kicked-off) System/upgrade procured ATC system is capable of transmission and reception of logon parameters of flight data (e.g. LOF OLDI message) between ATC units Procedures implementing the Logon Forward process are tested,	10% 30% 35%	Not yet planned N - N - N - N -
1 2 3 4	Activity started (e.g. Project kicked-off) System/upgrade procured ATC system is capable of transmission and reception of logon parameters of flight data (e.g. LOF OLDI message) between ATC units Procedures implementing the Logon Forward process are tested, validated and in operational use	10% 30% 35%	Not yet planned N - N - N - N - N - N -
1 2 3 4 ITY-AGDL-ASP06 BHANSA	Activity started (e.g. Project kicked-off) System/upgrade procured ATC system is capable of transmission and reception of logon parameters of flight data (e.g. LOF OLDI message) between ATC units Procedures implementing the Logon Forward process are tested, validated and in operational use Implement Next Authority Notified process	10% 30% 35% 25%	Not yet planned N - N - N - N - N - by:-
1 2 3 ITY-AGDL-ASP06 BHANSA 1	Activity started (e.g. Project kicked-off) System/upgrade procured ATC system is capable of transmission and reception of logon parameters of flight data (e.g. LOF OLDI message) between ATC units Procedures implementing the Logon Forward process are tested, validated and in operational use Implement Next Authority Notified process BH ACC	10% 30% 35% 25%	Not yet planned N - N - N - N - N - N - N - N N
1 2 3 4 ITY-AGDL-ASP06 BHANSA 1 2	Activity started (e.g. Project kicked-off) System/upgrade procured ATC system is capable of transmission and reception of logon parameters of flight data (e.g. LOF OLDI message) between ATC units Procedures implementing the Logon Forward process are tested, validated and in operational use Implement Next Authority Notified process BH ACC Activity started (e.g. Project kicked-off)	10% 30% 35% 25% 0% 10%	Not yet planned N - N - N - N - N - N - N - N - N - by:- Not yet planned N -
1 2 3 4 ITY-AGDL-ASP06 BHANSA 1 2	Activity started (e.g. Project kicked-off) System/upgrade procured ATC system is capable of transmission and reception of logon parameters of flight data (e.g. LOF OLDI message) between ATC units Procedures implementing the Logon Forward process are tested, validated and in operational use Implement Next Authority Notified process BH ACC Activity started (e.g. Project kicked-off) System/upgrade procured ATC system is capable of transmission and reception of the required flight data (e.g. NAN OLDI message) between ATC units	10% 30% 35% 25% 0% 10% 30%	Not yet planned N - N - N - N - N - N - N - N - by:- Not yet planned N - N
1 2 3 4 ITY-AGDL-ASP06 BHANSA 1 2 3 4	Activity started (e.g. Project kicked-off) System/upgrade procured ATC system is capable of transmission and reception of logon parameters of flight data (e.g. LOF OLDI message) between ATC units Procedures implementing the Logon Forward process are tested, validated and in operational use Implement Next Authority Notified process BH ACC Activity started (e.g. Project kicked-off) System/upgrade procured ATC system is capable of transmission and reception of the required flight data (e.g. NAN OLDI message) between ATC units Procedures implementing the Next Authority Notified process are tested,	10% 30% 35% 25% 0% 10% 30% 35%	Not yet planned N - N - N - N - N - N - N - N - Not yet planned N - N - N - N - N - N - N - N - N - N
1 2 3 ITY-AGDL-ASP06 BHANSA 1 2 3 4 MIL (By:01/2019)	Activity started (e.g. Project kicked-off) System/upgrade procured ATC system is capable of transmission and reception of logon parameters of flight data (e.g. LOF OLDI message) between ATC units Procedures implementing the Logon Forward process are tested, validated and in operational use Implement Next Authority Notified process BH ACC Activity started (e.g. Project kicked-off) System/upgrade procured ATC system is capable of transmission and reception of the required flight data (e.g. NAN OLDI message) between ATC units Procedures implementing the Next Authority Notified process are tested,	10% 30% 35% 25% 0% 10% 30% 35% 25%	Not yet planned N - N - N - N - N - N - by:- Not yet planned N - N - N - N - N - N - N - N - N - N - N
1 2 3 ITY-AGDL-ASP06 BHANSA 1 2 3 MIL (By:01/2019) Mil. Authority	Activity started (e.g. Project kicked-off) System/upgrade procured ATC system is capable of transmission and reception of logon parameters of flight data (e.g. LOF OLDI message) between ATC units Procedures implementing the Logon Forward process are tested, validated and in operational use Implement Next Authority Notified process BH ACC Activity started (e.g. Project kicked-off) System/upgrade procured ATC system is capable of transmission and reception of the required flight data (e.g. NAN OLDI message) between ATC units Procedures implementing the Next Authority Notified process are tested, validated and in operational use	10% 30% 35% 25% 0% 10% 30% 35%	Not yet planned N - N - N - N - N - N - N - N - Not yet planned N - N - N - N - N - N - N - N - N - N
1 2 3 ITY-AGDL-ASP06 BHANSA 1 2 3 MIL (By:01/2019) Mil. Authority Military do no prov	Activity started (e.g. Project kicked-off) System/upgrade procured ATC system is capable of transmission and reception of logon parameters of flight data (e.g. LOF OLDI message) between ATC units Procedures implementing the Logon Forward process are tested, validated and in operational use Implement Next Authority Notified process BH ACC Activity started (e.g. Project kicked-off) System/upgrade procured ATC system is capable of transmission and reception of the required flight data (e.g. NAN OLDI message) between ATC units Procedures implementing the Next Authority Notified process are tested, validated and in operational use	10% 30% 35% 25% 0% 10% 30% 35% 25%	Not yet planned N - N - N - N - N - by:- Not yet planned N - -
1 2 3 ITY-AGDL-ASP06 BHANSA 1 2 3 MIL (By:01/2019) Mil. Authority Military do no prov ITY-AGDL-MIL01	Activity started (e.g. Project kicked-off) System/upgrade procured ATC system is capable of transmission and reception of logon parameters of flight data (e.g. LOF OLDI message) between ATC units Procedures implementing the Logon Forward process are tested, validated and in operational use Implement Next Authority Notified process BH ACC Activity started (e.g. Project kicked-off) System/upgrade procured ATC system is capable of transmission and reception of the required flight data (e.g. NAN OLDI message) between ATC units Procedures implementing the Next Authority Notified process are tested, validated and in operational use	10% 30% 35% 25% 0% 10% 30% 35% 25%	Not yet planned N - N - N - N - N - by:- Not yet planned N - -
1 2 3 ITY-AGDL-ASP06 BHANSA 1 2 3 MIL (By:01/2019) Mil. Authority Military do no prov	Activity started (e.g. Project kicked-off) System/upgrade procured ATC system is capable of transmission and reception of logon parameters of flight data (e.g. LOF OLDI message) between ATC units Procedures implementing the Logon Forward process are tested, validated and in operational use Implement Next Authority Notified process BH ACC Activity started (e.g. Project kicked-off) System/upgrade procured ATC system is capable of transmission and reception of the required flight data (e.g. NAN OLDI message) between ATC units Procedures implementing the Next Authority Notified process are tested, validated and in operational use	10% 30% 35% 25% 0% 10% 30% 35% 25%	Not yet planned N - N - N - N - N - by:- Not yet planned N - -

2	50% of applicable State aircraft equipped	40%	NA
		4070	-
3	100% of applicable State aircraft equipped	50%	NA
		3U%	-

		1	
	8,33 kHz Air-Ground Voice Channel Spacing below FL195		
	Timescales:		
	Entry into force: 07/12/2012		
	New and upgraded radio equipment: 17/11/2013		
ITY-AGVCS2	New or upgraded radios on State aircraft: 01/01/2014	0%	Late
	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		
			31/12/2023
	be replaced by the end of 2021.		
REG (By:12/2018)			
BHDCA		0%	Late
	1079/2012 is not transposed in BH legislation.		31/12/2021
Radio stations will	be replaced by the end of 2021.		,,
ITY-AGVCS2-	Ensure radios have 8,33 kHz channel spacing capability		by:31/12/2017
REG01			by.51/12/2017
BHDCA	-	0%	Late
1	Activity started (e.g. Project kicked-off)	10%	N
		1070	31/12/2021
2	Where applicable, the State has published the additional local exemptions	15%	N
	as per Article 14 of Regulation (EU) No 1079/2012.	15%	31/12/2021
3	Measures have been taken to ensure that all radio equipment put into		N
	service or subject to radio upgrades by ANSPs, operators and other users	25%	24 /42 /2024
	or owners of radios includes the 8,33 kHz channel spacing capability.		31/12/2021
4	Measures have been taken to ensure that aircraft for which the individual		N
	certificates of airworthiness or individual flight permits are first issued	25%	
	from 17 November 2013 and have a radio equipage requirement are	25%	31/12/2021
	fitted with radios having the 8,33 kHz ch		
5	By 31 December 2017: The NSA has evidence that all radios in the State		N
	have 8,33 kHz channel spacing capability except where derogations apply	25%	21/12/2021
	and/or exemptions have been granted.		31/12/2021
Comment:			
ITY-AGVCS2-	Ensure the achievement of the interim target for 8,33 kHz frequency		1 24/42/2044
REG02	conversions		by:31/12/2014
BHDCA	-	0%	Late
1	25% target for frequency conversions as per Articles 6(5) to 6(7) of the	400/	N
	Regulation notified to the Commission.	10%	31/12/2021
2	25% target for frequency conversions achieved.	450/	N
		45%	31/12/2021
3	All OPC frequency assignments converted to 8,33 kHz or, where		N
	applicable, OPC frequencies not converted and justification for it notified	45%	
	to the Commission.		31/12/2021
Comment:			
ITY-AGVCS2-	Ensure compliance with the requirements on 8,33 kHz frequency		
REG03	conversions		by:31/12/2018
BHDCA	-	0%	Late
1	Activity started (e.g. Project kicked-off)	370	N
	Therefore your tea (e.g. 1 Toject Nicked Off)	10%	31/12/2021
2		90%	N N
		30/0	IN

	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 replac	ee radio stations by the end of 2021.	New Radio s and sites	stations	31/12/2021	
ITY-AGVCS2- ASP01	Ensure conformity of voice communications systems and associ procedures	iated		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 procu	red	30%	N 31/12/2021	
Comment:	Planned			. ,	
3	New/upgraded voice communication systems installed		2501	N	
	, 10		35%	31/12/2021	
Comment:	Planned	<u> </u>			
4	New/upgraded communication systems are tested, validated &	in	250/	N	
	operational use		25%	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 t	arget		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	
			1076	31/12/2021	
Comment:	Not started				
2	Introduce % of concerned frequency assignments (i.e. not subje			N	
	derogations/exceptions) converted to 8,33 kHz and published in COM2 of ICAO Doc 7754		90%	31/12/2021	
Comment:	All frequency assignments published in the Table COM2 of ICAC apply or the State has granted local exceptions, will be converted		-	nere derogations	
ITY-AGVCS2- ASP04	Develop safety assessment			by:31/12/2018	
BHANSA	-		0%	Late	
1	Activity started (e.g. Project kicked-off)		10%	N	
			1070	31/12/2021	
Comment:	Not started				
2	Safety Assessment drafted		30%	N	

				31/12/2021
Comment:				
3	Safety Assessment delivered to the competent authority		60%	N
			0070	31/12/2021
Comment:	Safety assessment report including safety arguments for the chain	nges will be s	ubmitte	ed to the NSA and
	notification of acceptance was received.			
ITY-AGVCS2-	Organise personnel training and awareness			1 04/40/0040
ASP05				by:31/12/2018
BHANSA	-		0%	Late
1	Activity started (e.g. Project kicked-off)		100/	N
			10%	31/12/2021
Comment:	Not started		'	
2	Training ongoing		100/	N
		'	40%	31/12/2021
Comment:	Planned			
3	Training completed			N
			50%	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 traine	-		
MIL (By:12/2020)				
Mil. Authority			%	Not Applicable
n/a		lew Military F		Hot Applicable
i, a		-	\tauio	-
	1-	tations		
TY-AGVCS2-	Equip State aircraft with radio equipment with 8,33 kHz channel	spacing		by:31/12/2020
MIL01	capability			·
Mil. Authority			0%	Late
1	List of State aircraft that cannot be equipped with 8,33 kHz radio	c hv 21		N
		3 Dy 31	10%	
	December 2018 has been communicated to the Commission	3 by 31	10%	31/12/2023
2				31/12/2023 N
2	December 2018 has been communicated to the Commission % of concerned State aircraft equipped		90%	31/12/2023 N 31/12/2023
	December 2018 has been communicated to the Commission % of concerned State aircraft equipped 1) List of State aircraft that cannot be equipped with 8,33 kHz rac		90%	31/12/2023 N 31/12/2023
2	December 2018 has been communicated to the Commission % of concerned State aircraft equipped		90%	31/12/2023 N 31/12/2023
2	December 2018 has been communicated to the Commission % of concerned State aircraft equipped 1) List of State aircraft that cannot be equipped with 8,33 kHz rac		90%	31/12/2023 N 31/12/2023
2	December 2018 has been communicated to the Commission % of concerned State aircraft equipped 1) List of State aircraft that cannot be equipped with 8,33 kHz rac communicated to the Commission.		90%	31/12/2023 N 31/12/2023
2	December 2018 has been communicated to the Commission % of concerned State aircraft equipped 1) List of State aircraft that cannot be equipped with 8,33 kHz rac communicated to the Commission. Answer: Y		90%	31/12/2023 N 31/12/2023
2	December 2018 has been communicated to the Commission % of concerned State aircraft equipped 1) List of State aircraft that cannot be equipped with 8,33 kHz rac communicated to the Commission. Answer: Y Date: 31-DEC-20		90%	31/12/2023 N 31/12/2023
2	December 2018 has been communicated to the Commission % of concerned State aircraft equipped 1) List of State aircraft that cannot be equipped with 8,33 kHz rac communicated to the Commission. Answer: Y Date: 31-DEC-20 Question: -		90%	31/12/2023 N 31/12/2023
2	December 2018 has been communicated to the Commission % of concerned State aircraft equipped 1) List of State aircraft that cannot be equipped with 8,33 kHz rac communicated to the Commission. Answer: Y Date: 31-DEC-20 Question: -		90%	31/12/2023 N 31/12/2023
2	December 2018 has been communicated to the Commission % of concerned State aircraft equipped 1) List of State aircraft that cannot be equipped with 8,33 kHz rac communicated to the Commission. Answer: Y Date: 31-DEC-20 Question: - Comment: Planned.		90%	31/12/2023 N 31/12/2023
2	December 2018 has been communicated to the Commission % of concerned State aircraft equipped 1) List of State aircraft that cannot be equipped with 8,33 kHz rac communicated to the Commission. Answer: Y Date: 31-DEC-20 Question: - Comment: Planned. 2) State aircraft have been equipped.		90%	31/12/2023 N 31/12/2023
2	December 2018 has been communicated to the Commission % of concerned State aircraft equipped 1) List of State aircraft that cannot be equipped with 8,33 kHz rac communicated to the Commission. Answer: Y Date: 31-DEC-20 Question: - Comment: Planned. 2) State aircraft have been equipped. Answer: Y		90%	31/12/2023 N 31/12/2023
2	December 2018 has been communicated to the Commission % of concerned State aircraft equipped 1) List of State aircraft that cannot be equipped with 8,33 kHz rac 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		90%	31/12/2023 N 31/12/2023
2	December 2018 has been communicated to the Commission % of concerned State aircraft equipped 1) List of State aircraft that cannot be equipped with 8,33 kHz rac 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: -		90%	31/12/2023 N 31/12/2023
2 Comment:	December 2018 has been communicated to the Commission % of concerned State aircraft equipped 1) List of State aircraft that cannot be equipped with 8,33 kHz rac 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: -		90%	31/12/2023 N 31/12/2023 2018 has been
Comment:	December 2018 has been communicated to the Commission % of concerned State aircraft equipped 1) List of State aircraft that cannot be equipped with 8,33 kHz rac 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		90%	31/12/2023 N 31/12/2023
Comment: TY-AGVCS2- MIL02	December 2018 has been communicated to the Commission % of concerned State aircraft equipped 1) List of State aircraft that cannot be equipped with 8,33 kHz rac 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	dios by 31 De	90%	31/12/2023 N 31/12/2023 2018 has been by:31/12/2020
Comment: TY-AGVCS2- MIL02 Mil. Authority	December 2018 has been communicated to the Commission % of concerned State aircraft equipped 1) List of State aircraft that cannot be equipped with 8,33 kHz rac 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	dios by 31 De	90% cember	31/12/2023 N 31/12/2023 2018 has been by:31/12/2020
Comment: TY-AGVCS2- MIL02 Mil. Authority	December 2018 has been communicated to the Commission % of concerned State aircraft equipped 1) List of State aircraft that cannot be equipped with 8,33 kHz rac 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 Organise personnel training and awareness of military aircrew -	dios by 31 De	90% cember	31/12/2023 N 31/12/2023 2018 has been by:31/12/2020 Not yet planned
Comment: TY-AGVCS2- MIL02 Mil. Authority	December 2018 has been communicated to the Commission % of concerned State aircraft equipped 1) List of State aircraft that cannot be equipped with 8,33 kHz rac 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 Organise personnel training and awareness of military aircrew -	dios by 31 Dec	90% cember	31/12/2023 N 31/12/2023 2018 has been by:31/12/2020 Not yet planned
Comment: TTY-AGVCS2- MIL02 Mil. Authority 1	December 2018 has been communicated to the Commission % of concerned State aircraft equipped 1) List of State aircraft that cannot be equipped with 8,33 kHz raccommunicated 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 Organise personnel training and awareness of military aircrew - Activity started (e.g. Project kicked-off)	dios by 31 Dec	90% cember	31/12/2023 N 31/12/2023 2018 has been by:31/12/2020 Not yet planned N
Comment: TTY-AGVCS2- MIL02 Mil. Authority 1	December 2018 has been communicated to the Commission % of concerned State aircraft equipped 1) List of State aircraft that cannot be equipped with 8,33 kHz raccommunicated 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 Organise personnel training and awareness of military aircrew - Activity started (e.g. Project kicked-off)	dios by 31 De	90% cember	31/12/2023 N 31/12/2023 2018 has been by:31/12/2020 Not yet planned 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
All port	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 <i>Timescales:</i> 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
	plemented in the ATC system, supporting ground-ground coordination and	d	13/11/2014
transfer processes ASP (By:12/2012)			
BHANSA		1000/	Completed
	plamanted in the ATC system supporting ground ground	100%	Completed
coordination and t	plemented in the ATC system, supporting ground-ground		13/11/2014
ITY-COTR-ASP01	Implement flight data processing and exchange systems		by:31/12/2012
BHANSA	BH ACC	100%	Completed
	Activity started (e.g. Project kicked-off)	10076	Y
1	Activity started (e.g. Project Nicked-Off)	10%	07/04/2009
2	System/upgrade procured		γ
	System, upgrade procured	30%	13/11/2014
3	Flight data processing and exchange systems are capable of providing the		Υ
	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%	13/11/2014
4	Upgraded flight data processing and exchange systems are in operational		Υ
	use	25%	13/11/2014
Comment:			10/11/2011
ITY-COTR-ASP02	Implement Notification process		by:31/12/2012
BHANSA	BH ACC	100%	Completed
1	Activity started (e.g. Project kicked-off)		Υ
		10%	07/04/2009
2	System/upgrade procured	30%	Y 13/11/2014
2	Elight data processing and evenance system is capable of transmission		13/11/2014 Y
3	Flight data processing and exchange system is capable of transmission and reception of the required flight data (e.g. ABI OLDI message) between	35%	Y
	ATC units	33/0	13/11/2014
1	Procedures implementing the Notification process are tested, validated		Υ
_	and in operational use	25%	13/11/2014
ITY-COTR-ASP03	Implement Initial Coordination process		by:31/12/2012
BHANSA	BH ACC	100%	Completed
	Activity started (e.g. Project kicked-off)		Y
	,, (. 0, ,	10%	07/04/2009
2	System/upgrade procured		Υ
	, , , , ,	30%	13/11/2014
3	Flight data processing and exchange system is capable of transmission		Y
	and reception of the required flight data (e.g. ACT OLDI message)	35%	12/11/2014
	between ATC units		13/11/2014
4	Procedures implementing the Initial Coordination process are tested,	250/	Υ
	validated and in operational use	25%	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%	Υ
			07/04/2009
2	System/upgrade procured	30%	Υ

			13/11/2014
	3 Flight data processing and exchange system is capable of transmission		Y
	and reception of the required flight data (e.g. REV OLDI message) between ATC units	35%	13/11/2014
	4 Procedures implementing the Revision of Coordination process are	25%	Υ
	tested, validated and in operational use	6	13/11/2014
Commen		_	
ITY-COTR-ASP05	not provide data/information regarding implementation of Revision Of Complement Abrogation of Coordination process	Jordination	by:31/12/2012
BHANSA	BH ACC	100%	Completed
	1 Activity started (e.g. Project kicked-off)	100%	Y
	Activity started (e.g. Froject Nicked-Off)	10%	07/04/2009
	2 System/upgrade procured		γ
	2 System appraise procured	30%	13/11/2014
	3 Flight data processing and exchange system is capable of transmission		Υ Υ
	and reception of the required flight data (e.g. MAC OLDI message)	35%	<u>'</u>
	between ATC units	3370	13/11/2014
	4 Procedures implementing the Abrogation of Coordination process are		Υ
	tested, validated and in operational use	25%	13/11/2014
ITY-COTR-ASP06	Implement Basic Flight Data process		by:31/12/2012
BHANSA	BH ACC	100%	Completed
	1 Activity started (e.g. Project kicked-off)		Υ
		10%	07/04/2009
	2 System/upgrade procured		Υ Υ
		30%	13/11/2014
	3 Flight data processing and exchange system is capable of transmission		Υ
	and reception of the required flight data (e.g. BFD OLDI message)	35%	
	between ATC units		13/11/2014
	4 Procedures implementing the Basic Flight Data process are tested,	/	Υ
	validated and in operational use	25%	13/11/2014
ITY-COTR-ASP07	Implement Change to Basic Flight Data process		by:31/12/2012
BHANSA	BH ACC	100%	Completed
	Activity started (e.g. Project kicked-off)	100/	Υ
		10%	07/04/2009
	2 System/upgrade procured	30%	Υ
		30%	13/11/2014
	3 Flight data processing and exchange system is capable of transmission		Υ
	and reception of the required flight data (e.g. CFD OLDI message)	35%	13/11/2014
	between ATC units		13/11/2014
	4 Procedures implementing the Change to Basic Flight Data process are	25%	Υ
	tested, validated and in operational use	25/0	13/11/2014
ITY-COTR-ASP10	Develop safety assessment		by:31/12/2012
BHANSA	-	100%	Completed
	1 Activity started (e.g. Project kicked-off)	10%	Y
			07/04/2009
	2 Safety Assessment drafted	30%	Y
			13/11/2014
	3 Safety Assessment delivered to the competent authority	60%	Υ
			13/11/2014
ITY-COTR-ASP11	Organise training to Air Traffic Control personnel		by:31/12/2012
BHANSA	BH ACC	100%	Completed
	1 Activity started (e.g. Project kicked-off)	10%	Υ
			07/04/2009
	2 Training ongoing	40%	Υ
			13/11/2014

3	Training completed	50%	Υ
		50%	13/11/2014
MIL (By:12/2012)			
Mil. Authority		%	Not Applicable
Military do no prov	vide ATC service to civil flights -		-
ITY-COTR-MIL01	Implement Basic Flight Data process		by:31/12/2012
Mil. Authority	-	%	Not Applicable
1	Activity started (e.g. Project kicked-off)	10%	N -
2	System/upgrade procured	200/	N
		30%	-
3	Flight data processing and exchange system is capable of transmission		N
	and reception of the required flight data (e.g. BFD OLDI message) between ATC units	35%	-
4	Procedures implementing the Basic Flight Data process are tested,	250/	N
	validated and in operational use	25%	-
ITY-COTR-MIL02	Implement Change to Basic Flight Data process		by:31/12/2012
Mil. Authority	-	%	Not Applicable
1	Activity started (e.g. Project kicked-off)	10%	N
		10%	-
2	System/Function procured	30%	N
		30%	-
3	Flight data processing and exchange system is capable of transmission		N
	and reception of the required flight data (e.g. CFD OLDI message) between ATC units	35%	-
4			N
	tested, validated and in operational use	25%	-

	Common Flight Message Transfer Protocol (FMTP) Timescales: Entry into force of regulation: 28/06/2007 All EATMN systems put into service after 01/01/09: 01/01/2009 All EATMN systems in operation by 20/04/11: 20/04/2011 Transitional arrangements: 31/12/2012 Transitional arrangements when bilaterally agreed between ANSPs: 31/12/2014 ented in November2014.	75%	Late 31/12/2023
ASP (By:12/2014)			
BHANSA		100%	Completed
-	ented 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%	Υ
		1070	31/12/2014
	Upgraded communications system/function procured	30%	Y 31/12/2014
	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 prov	vide 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	25%	N
	operational use	25%	31/12/2023
Comment	Military do no 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: 07/06/20	020	20%	Late
	ELS in transport-type State aircraft: 07/06/2020 Ensure training of MIL personnel: 07/06/2020 Retrofit aircraft capability: 07/06/2020			
	anned to be completed by end of 2020.			07/06/2020
REG (By:02/2015)				
BHDCA			40%	Late
-	anned to be completed by end of 2020.	-		07/06/2020
ITY-SPI-REG01	Conduct safety oversight for the existing surveillance chain			by:05/02/2015
BHDCA	-		40%	Late
	Activity started (e.g. Project kicked-off)		10%	Y 07/06/2020
	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 communical ANSP	ted to the	60%	N 07/06/2020
ASP (By:02/2015)				
BHANSA			15%	Late
The objective is pla	anned to be completed by end of 2020.	New ARTAS / Upgrade D		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 his igned	ave been	30%	N 07/06/2020
Comment:	BHANSA will upgrade DPS System 25.04.2019.			
3	Surveillance data is exchanged based on the common protoco	I	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	, , , , , ,		10%	Y 07/06/2020
	BHANSA delivered FHA to BHDCA in October 2018.			
	Safety Assessment drafted		30%	Y 07/06/2020
3	Safety Assessment delivered to the competent authority		60%	N 07/06/2020
Comment:	PSSA and SSA will be delivered to BHDCA in February 2019.			
ITY-SPI-ASP03	Conduct Safety Assessment for changes introduced to the sur infrastructure	veillance		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		N		
	· · · · · · · · · · · · · · · · · · ·	30%	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		
		0076	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		
	Training of personel - March 2019.				
2	Training ongoing	40%	N oz (os (osos		
	T		07/06/2020		
	Training of personel - March 2019.		h.		
3	Training completed	50%	N 07/06/2020		
Commont	Training of payments! March 2010		07/06/2020		
Comment:	Training of personel - March 2019.				
MIL (By:06/2020)		٠			
Mil. Authority	11.470	%	Not Applicable		
, ,	vide 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:					
ITV CDL NAU 02	C :				
ITY-SPI-MIL02	Carriage and operation of Mode S Enhanced Surveillance and ADS-B Out		by:07/06/2020		
NA:I Authority	avionics	0/	Not Applicable		
Mil. Authority	Activity started (e.g. Project kicked-off)	%	N N		
1	Activity started (e.g. Project kicked-off)	10%	IN		
2	Provide percentage of applicable transport-type State aircraft equipped #		N		
_	rrovide percentage of applicable transport-type State afficiant equipped #	90%	-		
ITY-SPI-MIL03	Ensure the training of personnel		by:07/06/2020		
Mil. Authority	-	%	Not Applicable		
1	Activity started (e.g. Project kicked-off)		N		
	Tourney started (e.g. 1 Toject Moned on)	10%	-		
2	Training ongoing		N		
		40%	-		
3	Training completed		N		
		50%	-		
1			<u> </u>		

	DNAV 1 in TMA Operations		
	RNAV 1 in TMA Operations Timescales:		
NAV03.1	Initial operational capability: 01/01/2001	0%	Not yet planned
	Full operational capability: 31/12/2023		
No plan.			-
ASP (By:12/2023)			
BHANSA		0%	Not yet planned
No plan	-	0,1	-
NAV03.1-ASP01	Develop an airspace concept based on RNAV 1 arrival and departure		
10,000,17,0101	procedures		by:31/12/2023
BHANSA	-	0%	Not yet planned
1	Activity started (e.g. Project kicked-off)	100/	N
		10%	-
2	Airspace concept drafted	200/	N
		30%	-
3	Airspace concept validated	250/	N
		35%	-
4	Airspace concept approved	25%	N
		25%	-
NAV03.1-ASP02	Provide appropriate terrestrial navigation infrastructure to support RNAV		by:31/12/2023
	1 operations		-
BHANSA	-	0%	Not yet planned
1	-,,	10%	N
_	infrastructure to support RNAV operation has kicked off		31/12/2023
Comment:		I	
2	Appropriate infrastructure is procured	30%	N
			31/12/2023
Comment:	•		N.
3	Appropriate infrastructure is installed	35%	N 21/12/2022
Comment:	No plan		31/12/2023
4	Appropriate infrastructure is tested, validated & available for operational		N
7	use	25%	31/12/2023
Comment:			31/12/2023
	Train air traffic controllers in RNAV 1 procedures		by:31/12/2023
BHANSA	-	0%	Not yet planned
	Activity started (e.g. Project kicked-off)		N
_	Total tea (e.g. 1 reject monea e.i.)	10%	31/12/2023
Comment:	No plan	l .	
2	i ·	4001	N
		40%	31/12/2023
Comment:	No plan		
3	Training of ATCOs in RNAV procedures is completed	50%	N
		30%	31/12/2023
Comment:			
NAV03.1-ASP05	Develop and implement RNAV 1 arrival and departure procedures based		by:31/12/2023
	on the airspace concept		-
BHANSA	-	0%	Not yet planned
1		10%	N
_	kicked off		31/12/2023
Comment:		I	
2	RNAV arrival & departure procedures are developed	30%	N
	No sless		31/12/2023
Comment:	ινο μιαιι		

3	RNAV arrival & departure procedures are tested & validated	35%	N
		35%	31/12/2023
Comment:	No plan		
4	RNAV arrival & departures procedures are published in national AIP and	25%	N
	in operational use	25%	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
		10%	31/12/2023
Comment:	No plan		
2	Local RNAV safety case has been drafted	30%	N
		30%	31/12/2023
Comment:	No plan		
3	Local RNAV safety case has been approved by NSA	600/	N
		60%	31/12/2023
Comment:	No plan		
	·		

	RNP 1 in TMA Operations		
NAV03.2	<u>Timescales:</u>	0%	Not yet planned
	Initial operational capability: 01/01/2018		
	Full operational capability: 31/12/2023		
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		by:31/12/2023
	departure procedures with Radius to Fix (RF)		,
BHANSA		0%	Not yet planned
1	Activity started (e.g. Project kicked-off)	10%	N
2	Aironne consent duefted		- N
2	Airspace concept drafted	30%	N
2	Airspace concept validated		N
3	All space concept validated	35%	IN
1	Airspace concept approved		N
7	All space concept approved	25%	-
NAV03.2-ASP02	Where necessary, provide appropriate navigation infrastructure to		
10,1003.27131.02	support RNP 1 operations including the infrastructure required for GNSS		by:31/12/2023
	reversion		27.027.227
BHANSA	Sarajevo TMA	0%	Not yet planned
1	Project/task for deploying appropriate terrestrial navigation		N
	infrastructure to support RNP 1 operations including the infrastructure	10%	
	required for GNSS reversion has kicked off		-
2	Appropriate infrastructure is procured	30%	N
		3070	-
3	Appropriate infrastructure is installed	35%	N
			-
4		25%	N
NAV(02 2 ASD02	use		-
NAV03.2-ASP03	Train air traffic controllers in RNP1 with Radius to Fix (RF) procedures	00/	by:31/12/2023
BHANSA 1	Sarajevo TMA Activity started (e.g. Project kicked-off)	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		N
	Training of Areos in Mar 1 with Madias to Tix (Mr) procedures is origoning	40%	-
3	Training of ATCOs in RNP1 with Radius to Fix (RF) procedures is completed		N
		50%	-
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	10%	N
	with radius to Fix (RF) has kicked off	10%	-
2	RNP1 arrival and departure procedures with radius to Fix (RF)are	30%	N
	developed	JU/0	-
3	' ' '	35%	N
	& validated	3370	-
4		25%	N
	published in national AIP and in operational use		-
NAV03.2-ASP05	Develop a local safety assessment		by:31/12/2023
BHANSA	Ashisto standard (a. a. Duais stall) 1	0%	Not yet planned
1	Activity started (e.g. Project kicked-off)	10%	N
			-

2	Local safety assessment has been drafted	30%	N
		30%	-
3	Local safety assessment has been submitted to the NSA	60%	N
		00%	-

	RNP Approach Procedures with Vertical Guidance		
NAV10	Timescales:	3%	Ongoing
	Initial operational capability: 01/06/2011		
No. of the second	Full operational capability: 31/12/2023		24 /42 /2022
No plans at presen	it.		31/12/2023
REG (By:12/2023)			
BHDCA		0%	Ongoing
No plans at present	t		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
		1070	31/12/2023
2	Regulatory material drafted	30%	N
		3070	31/12/2023
3	Regulatory material approved and published	600/	N
		60%	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		
14/10/10/01	minima		by:31/12/2023
BHANSA	-	10%	Ongoing
	Project/task for developing LNAV/VNAV and/or LPV minima has kicked off	10/0	Y
_	Trojece, task for developing Elvavy vivav anajor El v minima has kicked on	10%	31/12/2023
Comment:	LNAV/VNAV procedure RWY 35 for LQBK - public procurement has been pu	hlishad	31/12/2023
Comment.	RNP 1 STARs RWY 34/LPV	biisiieu.	
	APCH RWY 34 for LQMO delivered to BHDCA for acceptance.		
2	Procedures to LNAV/VNAV and/or LPV minima are developed for all		N
2	applicable airports/runway ends	30%	31/12/2023
3			N
	all applicable airports/runway ends	35%	31/12/2023
4			N
_	AIP for all applicable airports/runway ends	25%	31/12/2023
Comment:			31/12/2023
NAV10-ASP03	Develop National safety case for RNP approach down to LNAV/VNAV		
IVAV10-A3F03	and/or LPV minima		by:31/12/2023
BHANSA	_	0%	Not yet planned
1	Activity started (e.g. Project kicked-off)	0 /0	N
1	Activity started (e.g. Project kicked-off)	10%	-
Comment:	No plan		_
2			N
2	been drafted	30%	-
Comment:			_
3	National safety case for operations to LNAV/VNAV and/or LPV minima has		N
3	been approved by NSA	60%	-
Comment:	No plan		_
NAV10-ASP04	Publish in AIPs all coordinates data in WGS-84 in accordance with ICAO		
14/4 A TO-WOL 04	Annex 15 requirements and Article 14 of Regulation (EU) No 73/2010		by:31/12/2016
BHANSA	- Annex 15 requirements and Article 14 of Regulation (EO) No 75/2010	0%	Not yet planned
	Activity started (e.g. Project kicked-off)	U/0	Not yet planned N
	Activity started (e.g. Froject kicked-off)	10%	IV .
Comment:	No plan		-
2	WGS-84 co-ordinates data have been defined for all applicable airports		NI
2	vv 05-04 co-ordinates data nave been defined for all applicable air ports	30%	N
			_

Comment:	No plan		
3	WGS-84 co-ordinates data have been published in AIP for all applicable	60%	N
	airports	60%	-
Comment:	No plan		

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

	Improve Runway Safety by Preventing Runway Excursions		
SAF11	<u>Timescales:</u> Initial operational capability: 01/09/2013	0%	Late
	Full operational capability: 31/01/2018		
The implementation by 2020.	on of the European Action Plan for the Prevention of Runway Excursions is	planned	31/12/2020
REG (By:01/2018)			
BHDCA		0%	Late
Established the ove	ersight activities, planned by 2020.		31/12/2020
SAF11-REG01	Implement the appropriate parts of the European Action Plan for the		by:31/01/2018
	Prevention of Runway Excursions		
BHDCA		0%	Late
1	Activity started (e.g. Project kicked-off)	10%	N 24 /42 /2020
2	Documentation for the EAPPRE has been drafted, approved, released and		31/12/2020 N
2	disseminated by the State Authorities	15%	31/12/2020
3			N
	been drafted, agreed & validated by the State Authorities	25%	31/12/2020
4			N
	agreed, validated & implemented, i.e. through the appropriate reporting	50%	24 /42 /2020
	mechanism by the State Authorities		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 Sa	fety Annu	al 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	1 /1	30%	N 24 /42 /2020
2	by the AIS Providers The applicable measures for the Action plan part 3.3 have been agreed 8.		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		250/	N
	appropriate reporting mechanism by the AIS Providers	25%	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		by:31/12/2014
BHANSA	meteorological services for international aviation	0%	Late
BHANSA 1	Activity started (e.g. Project kicked-off)	U70	Late N
	Activity started (e.g. Froject Nicked-Off)	10%	31/12/2020
			31/12/2020

The applicable measures for the Action plan, part 3.2 have been drafted	30%	N				
	3070	31/12/2020				
The applicable measures for the Action plan part 3.2 have been agreed &	250/	N				
validated						
The applicable measures have been implemented, i.e. through the	250/	N				
appropriate reporting mechanism	25%	31/12/2020				
	0%	Missing Data				
is LSSIP edition		-				
Implement the appropriate parts of the European Action Plan for the		h24 /42 /2014				
Prevention of Runway Excursions		by:31/12/2014				
	00/	Not yet planned				
-	U%	Not yet planned				
Activity started (e.g. Project kicked-off)	4.00/	N				
	10%	-				
The applicable measures for the Action plan, part 3.1, 3.2 and 3.3 have	200/	N				
been drafted by the Airport Operators						
3 The applicable measures for the Action plan part 3.1, 3.2 and 3.3 have		N				
been agreed & validated by the Airport Operators						
, , , ,						
	The applicable measures for the Action plan part 3.2 have been agreed & validated The applicable measures have been implemented, i.e. through the appropriate reporting mechanism is LSSIP edition. Implement the appropriate parts of the European Action Plan for the Prevention of Runway Excursions - Activity started (e.g. Project kicked-off) The applicable measures for the Action plan, part 3.1, 3.2 and 3.3 have been drafted by the Airport Operators The applicable measures for the Action plan part 3.1, 3.2 and 3.3 have been agreed & validated by the Airport Operators	The applicable measures for the Action plan part 3.2 have been agreed & validated The applicable measures have been implemented, i.e. through the appropriate reporting mechanism O% is LSSIP edition. Implement the appropriate parts of the European Action Plan for the Prevention of Runway Excursions - O% Activity started (e.g. Project kicked-off) The applicable measures for the Action plan, part 3.1, 3.2 and 3.3 have been drafted by the Airport Operators The applicable measures for the Action plan part 3.1, 3.2 and 3.3 have been agreed & validated by the Airport Operators 35%				

2. Implementation Projects - Details

2.1. National Projects

New AMHS						
Organisation(s):	BHA	NSA (BA	Type of project: National			
Schedule:	end	2019				
Status:	-					
Description:	-					
Link and references						
ATM MP links:		L3: COI	M10			
Other links:		-				
Project included in RP2 Performance Plan:		-	Name/Code in RP2 Performance Plan:	-		
Project included in DP:		-	Name/Code in DP:	-		
Performance contributi	on					
Safety:			-			
Environment:			-			
Capacity:			-			
Cost-efficiency:			-			
Operational efficiency:			-			

New ARTAS system						
Organisation(s):	BHANSA (B	A)		Type of project: National		
Schedule:	mid-2019					
Status:	Procureme	nt in progress				
Description:	BHANSA wi	II purchase a new ARTAS sy	stem, for repla	cing the current system		
Link and references						
ATM MP links:	L3: IT	/-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 contributi	on					
Safety:	+++	-				
Environment:	+	-				
Capacity:	+++	-				
Cost-efficiency:	+	-				
Operational efficiency:	+++	-				

New MET							
Organisation(s):	BHA	HANSA (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 contributi	on						
Safety:			-				
Environment:			-				
Capacity:			-				
Cost-efficiency:			-				
Operational efficiency:			-				

New Military Radio stations							
Organisation(s):	Mil.	Authori	ty (BA)		Type of project: National		
Schedule:	mid 2	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 contributi	on						
Safety:			-				
Environment:			-				
Capacity:			-				
Cost-efficiency:			-				
Operational efficiency:			-				

New Radio stations and sites						
Organisation(s):	BHANSA (B	۹)		Type of project: National		
Schedule:	end 2019		'			
Status:	Procureme	nt preparation ongoing				
Description:		ll implement new Radio stat nannel spacing	ions (for en-ro	ute) and sites in support of 8.33 kHz		
Link and references						
ATM MP links:	L3: ITY	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 contributi	on					
Safety:	+++	-				
Environment:	+	-				
Capacity:	+++	-				
Cost-efficiency:	+	-				
Operational efficiency:	+++	-				

New VCS					
Organisation(s):	BHANSA (BA) Type of project: National			Type of project: National	
Schedule:	end 2019				
Status:	Procureme	nt preparation in progress			
Description:	BHANSA w	ill implement new VCS offer	ing high reliabi	ility 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 contributi	on				
Safety:	+++	-			
Environment:	+++	-			
Capacity:	+++	-			
Cost-efficiency:	+++	-			
Operational efficiency:	+++	-			

Upgrade DPS					
Organisation(s):	BHANSA (BA) Type of project: National			Type of project: National	
Schedule:	end 2019				
Status:	Procureme	ent 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: A	L3: AOM21.2, ITY-ACID, ITY-SPI			
Other links:	-	-			
Project included in RP2 Performance Plan:	Υ	Name/Code in RP2 Investment 2 Performance Plan:			
Project included in DP:	N	Name/Code in DP: -			
Performance contribution					
Safety:	+++	Supporting FRA operation	S		
Environment:	+++	Supporting FRA operation	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)					
Organisation(s):	ASP ANS CR (CZ), Austrocontrol (AT), BHANSA (BA), CCL Service Provider (HR), HungaroControl (HU), Letové prevádzkové služby Slovenskej republiky, štátny podnik (SK), Slovenia Control (SI)	Type of project: FAB			
Schedule:	Project 1: Start 3.1.2011, End: Continuous				
Status:	FAB CE FRA Study was completed in 2017 Other activities described below are ongoing				

Description:

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:

- 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;
- Preparation of FAB CE FRA implementation plan(s) based on the coordination activities;
- 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;
- Social dialogue support focusing on FRA projects extending beyond FAB CE airspace;
- 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;
- Monitoring of activities and enhancements taking place in ASM within FAB CE and assessing their impact on the planned FRA activities.

Two additional new activities were assigned to the DEVOPS project in 2018:

- 'FAB CE Capacity and flow improvements' activity contains a set of tasks performed with the aim of improving FAB CE network performance:
- o Identification of hotspots and areas with capacity problems;
- Analysis of sectors design and configurations;
- o Analysis of traffic flow complexity;
- o Analysis of ASM application on capacity;
- o Initial proposals for sector configurations improvements;
- o Initial proposals for sectors throughput improvements;
- o Analysis of weather impact on FAB CE network operations;
- Analysis of causes of delays;
- o Gathering and analysis of specific military requirements affecting FAB CE network operations;
- Support cooperation of network related tasks between FAB CE ANSPs and NM;
- o Improvement of ATFMC processes and procedures.
- '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:
- o Identification of cross-border areas where sector re-design can mitigate issues;
- o Analysis of sectors' design;
- o Analysis of traffic flow complexity;
- o Analysis of technical requirements and enablers at identified interfaces;
- o Analysis of ASM application in identified areas;
- o Macro-level modelling of identified improvements;
- o Initial proposals for static cross border sectorisation improvements;
- o Initial proposals for technical enablers and requirements to support static cross border sectorisation improvements;
- o Initial proposals for procedural changes to support static cross border sectorisation improvements;
- o Coordination and monitoring of ANSP implementation activities. 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

ac	count the	e available draft results of th	e Airspace Archite	ecture Study to make sure that	
	e project	is aligned with the upcomin	g NM/SJU activitie	25.	
Link and references					
ATM MP links:	L3: AO	M21.2			
Other links:	SESAR DP FAB • • (Deplo	DP Families: AF 3.2.1 AF 3.2.3 AF 3.2.4			
Project included in RP2 Performance Plan:	Y	Name/Code in RP2 Performance Plan: FAB CE FRA Project (described under NSF 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	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 'D	'Description/Scope' for details			

FAB CE-wide Study of D	ynamic Airspace Management (DAM) and STAM (FAB	CE DAM/STAM Study)					
Organisation(s):	ASP ANS CR (CZ), Austrocontrol (AT), BHANSA (BA), CCL Service Provider (HR), HungaroControl (HU), Letové prevádzkové služby Slovenskej republiky, štátny podnik (SK), Slovenia Control (SI)						
Schedule:	DAM/STAM Study: Start: 7.2.2017, End: 31.12.2018						
Status:	Completed in 2018						
Description:	The main objective of the DAM/STAM study project is document that contains all relevant elements require implementation of DAM and STAM processes. As such be seen as an implementation roadmap for all involved document that defines the high-level operational condescribing the collaboration, processes, procedures a implementation. The second main objective of the DAM/STAM study is all required information necessary to plan for closing Plan on a local level. As a FAB CE-wide assessment rethe ANSP in all the related AF families, the DAM /STA to coordinate the closure of these remaining gaps. Furthermore, the DAM/STAM study describes and proallow for a FAB CE wide harmonization of ASM, FUA, effect of this is seen to be FAB CE wide ASM that will benefits associated to FAB CE FRA implementation. A FAB CE-wide future implementation of DAM/STAM following the study is seen to yield the following goal: Enable equitable treatment of all airspace use required trajectories on short notice and increased fleadjustments of airspace configurations (achieved throcollaboration mechanisms); Provide proactive route/trajectory activation, allocation through a collaborative (cross-border) deci accommodate short-term changes; Provide supporting processes and tools (requested throcollaboration and scenarios, as STAM will provide medemand and available capacity; More robust and reliable planning for the Airs view amongst all stakeholders on the availability of air airspace configurations tailored towards different scenarios, as Informed deciby offering a larger choice of possible routeing and (use completed) airspace options.	d for a consequent FAB CE wide he the DAM /STAM final report can led FAB CE ANSPs, a FAB CE ASM cept for FAB CE DAM/STAM by and tools needed for later. Is to provide the involved ANSP with existing gaps to PCP /Deployment wealed gaps to the DP 2016 among M study is the FAB CE led activity. It is to provide the involved ANSP with existing gaps to PCP /Deployment wealed gaps to the DP 2016 among M study is the FAB CE led activity. It is pares the conditions required to DAM and STAM processes. The allow to unlock the full operational processes and procedures in the allocation of airspace and exibility in dealing with short term ough data sharing and desire a sharing and desire and a larger selection of airspace ore opportunities to balance. It is pare to be a sharing a common in the pare to be a larger selection of anarios; sions and to increase their benefits.					

Link and references					
ATM MP links:	L3: AO	L3: AOM19.1, AOM19.2, AOM19.3, FCM04.1, FCM04.2, FCM05, FCM06			
Other links:	DP Far FAB CI • (Deplo	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: 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:	Υ	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 awar	reness of FMPs, supervisors and ATCOs. STAM will doverloads.		
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 'D	See 'Description/Scope' for details			

Navigation infrastructu	Navigation infrastructure optimization project					
Organisation(s):	CCL Service Letové prev	(CZ), Austrocontrol (AT), BH Provider (HR), HungaroCont ádzkové služby Slovenskej re ik (SK), Slovenia Control (SI)	rol (HU),	Type of project: FAB		
Schedule:	Start: April 2	rt: April 2018, End: April 2019				
Status:	On-going	n-going				
Description:	maintenance proactive co systems to i Ana countries. T operational data and tec Solv o Asse identification analysis). o Asse	AV optimization project within the FAB CE is expected to: Develop a process for coordinated NAV infrastructure and preventive naintenance planning where operational dependencies are evident. This will lead to a roactive consultation process and a FAB CE-wide information exchange regarding NAV extems to improve cost-effectiveness. Analyse NAVAID infrastructure and coverage including those of neighbouring puntries. This is an opportunity to identify a space for improvement, including perational inter-dependencies and requirements. Use coverage maps, sharing NAV at and technical operation experience. Solve of practical operational issues: Assess a vulnerability of the GNSS and agree on monitoring of the signal and tentification of the signal interferences (define most likely scenarios or impact nalysis). Assess how FRA influences RNAV in the whole FRA airspace (e.g. what minimum titudes should be used, what is a required DME/DME and/or VOR/DME coverage,				
	Link and references					
ATM MP links:	-					
Other links:	DP Fan Enablin into FA proces optimi ATM p data pr resour	CNS Rationalisation DP Families: AF1– Extended AMAN and PBN in high density TMA:				
Project included in RP2 Performance Plan:	N	N Name/Code in RP2 - Performance Plan:				
Project included in DP:	N Name/Code in DP: -					

Performance contribution			
Safety:		-	
Environment:		-	
Capacity:		-	
Cost-efficiency:	+	Positive impact through optimised navigation infrastructure	
Operational efficiency:		-	
Cooperation Activities:	See 'Description/Scope' for details		

Surveillance Infrastruct	ure Optimisa	ition (FAB CE Project 18)				
Organisation(s):	CCL Service Letové prev	P ANS CR (CZ), Austrocontrol (AT), BHANSA (BA), Service Provider (HR), HungaroControl (HU), ové prevádzkové služby Slovenskej republiky, tny podnik (SK), Slovenia Control (SI)				
Schedule:	Start: 6.7.20	t: 6.7.2016, End: End of 2018				
Status:	Completed	pleted in 2018				
Description:	 Dev thus leading exchange re Project Con regional tra buy" decision The project surveillance specification project also developed a 	Develop processes for coordinated infrastructure planning and maintenance hus leading to a proactive consultation process and a FAB CE-wide information exchange regarding SUR systems for increased cost-effectiveness; Propose improvements in SUR coverage quality by coverage optimisation; Conduct a feasibility study including a Cost Benefit Analysis of implementing a regional tracker for different scenarios, bringing facts and figures for making a "make or only" decision. The project is now completed. The processes for surveillance infrastructure planning, surveillance maintenance planning, maintenance of SUR database and sharing the expecifications 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.				
Link and references						
ATM MP links:	-	-				
Other links:	CNS Rationalisation Enabling aviation infrastructure FAB CE Strategic Objectives: • FSO6, target 6.3: Incorporate planning of the CNS infrastructure and a processing systems aligned with RP planning, to achieve its harmonisation are optimisation in the FAB CE Implementation Plan • FSO6, target 6.4: Establish common operation of CNS infrastructure at ATM processing services as defined by the FAB CE Architecture including shat data processing functions, shared information pool and sharing of human resources where applicable and proven to be beneficial • FSO7, target 7.1: Establish FAB CE common approach to technical operand corrective / preventive maintenance of systems, including sharing of spannarts			f the CNS infrastructure and ATM achieve its harmonisation and ration of CNS infrastructure and CE Architecture including shared ool and sharing of human eneficial on approach to technical operation		
Project included in RP2 Performance Plan:	Y	Name/Code in RP2 Performance Plan:	Optimisation	n of CNS resources		
Project included in DP:	N	Name/Code in DP:	-			
Performance contributi	on	1				
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 'D	See 'Description/Scope' for details				

2.3. Regional Projects

eGAFOR (2016-EU-TMC	eGAFOR (2016-EU-TMC-0075-S)					
Organisation(s):		BHANSA (BA), CCL Service Provider (HR), ROMATSA Type of project: Regional (RO), SMATSA (BA)				
Schedule:	The project	is expected to be completed	d by Decembe	er 31, 2020.		
Status:	Ongoing					
Description:	altitudes an vulnerable for LLF in Eu defined ME The eGAFO Central and consolidate project will	ow Level Flight (LLF) is the most safety critical part of aviation. Because of flight at low titudes and generally small and less equipped airplanes, these flights are particularly ulnerable to all hazardous meteorological phenomena. Meteorological (MET) support or LLF in Europe is very fragmented and inconsistent as a consequence of poorly efined MET services for LLF in ICAO Annex 3. The eGAFOR Project Idea is based on cooperation among MET service providers in entral and Southeast Europe and the ultimate goal is to provide the LLF user with a possolidated 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 ill be issued in a consolidated way.				
Link and references						
ATM MP links:	-					
Other links:	-					
Project included in RP2 Performance Plan:	N	N Name/Code in RP2 - Performance Plan:				
Project included in DP:	N	Name/Code in DP:	-			
Performance contributi	on					
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:	-	-				