

LSSIP 2019

BOSNIA & HERZEGOVINA


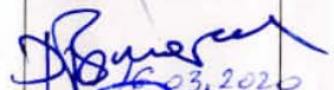
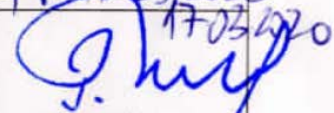
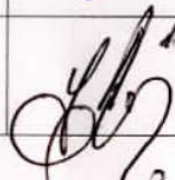
LOCAL SINGLE SKY IMPLEMENTATION

Level 2 - Detailed Implementation Status



APPROVAL SHEET









The following authorities have approved all parts of the LSSIP Year 2019 document and the signatures confirm the correctness of the reported information and reflect the commitment to implement the actions laid down in the European ATM Master Plan Level 3 (Implementation View) – Edition 2019.

| Stakeholder / Organisation | Name | Position | Signature and date |
|----------------------------|------------------|-----------------------|---|
| BHDCA | Željko TRAVAR | Acting Director BHDCA |  18.03.2020. |
| BHANSa | Davorin PRIMORAC | Director of BHANSa |  16.03.2020 |
| MoD | Sifet Podžić | Minister of Defence |  17.03.2020 |
| Airport Sarajevo | Armin KAJMAKOVIĆ | General Manager |  17.03.20. |

CONTENTS

| | | |
|------|--|-----|
| 1. | Implementation Objective Progress - Details | 1 |
| 2. | Implementation Projects - Details | 100 |
| 2.1. | National Projects | 100 |
| 2.2. | FAB Projects..... | 105 |
| 2.3. | Multinational Projects..... | 112 |
| 3. | Annexes | 126 |
| 3.1. | Specialists involved in the ATM implementation reporting | 126 |

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 | 40% | Late |
| Links to OI Steps: AOM-0301, AOM-0303 [E] Links to Enablers: AAMS-10a, AIMS-19b | | | |
| Even though the military arial activities are limited to the helicopter flights, BH intends to harmonise OAT and GAT handling. The full implementation is foreseen for the end of the objective deployment date allowing newly established BHANSA to become fully capacitated for the implementation. | | | 31/12/2020 |
| REG (By:12/2018) | | | |
| BHDCA | | 0% | Late |
| late | - | | 31/12/2020 |
| 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 31/12/2020 |
| Comment: Activity on this issue is started. | | | |
| 2 | National rules and regulations for implementation of new principles, rules and procedures for OAT/GAT handling in accordance with EUROAT drafted | 30% | N 31/12/2020 |
| Comment: In progress. | | | |
| 3 | National rules and regulations in accordance with EUROAT established and EUROCONTROL informed about the official national implementation date | 60% | N 31/12/2020 |
| 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 31/12/2020 |

| | | | | |
|---|--|--|-------------|------------------|
| | 2 | National rules and regulations for implementation of new principles, rules and procedures for OAT/GAT handling in accordance with EUROAT drafted | 30% | N |
| | | | | 31/12/2020 |
| | 3 | National rules and regulations in accordance with EUROAT established and EUROCONTROL informed about the official national implementation date | 60% | N |
| | | | | 31/12/2020 |
| 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 |
| | | | | 31/12/2020 |
| | 2 | National rules and regulations for implementation of new principles, rules and procedures for OAT/GAT handling in accordance with EUROAT drafted | 30% | N |
| | | | | 31/12/2020 |
| | 3 | National rules and regulations in accordance with EUROAT established and EUROCONTROL informed about the official national implementation date | 60% | N |
| | | | | 31/12/2020 |
| ASP (By:12/2018) | | | | |
| BHANSA | | | 100% | Completed |
| BHANSA completed objective | | - | | 31/12/2018 |
| AOM13.1-ASP01 | Apply common principles, rules and procedures for OAT handling and OAT/GAT interface | | | by:31/12/2018 |
| BHANSA | - | | 100% | Completed |
| Comment: Manual has already been updated, required documents are in force, pending validation | | | | |
| | 1 | Activity started (e.g. Project kicked-off) | 10% | Y |
| | | | | 01/08/2016 |
| Comment: Activity started | | | | |
| | 2 | Procedures for OAT/GAT interfaces drafted | 30% | Y |
| | | | | 01/10/2017 |
| Comment: Completed | | | | |
| | 3 | Procedures for OAT/GAT interfaces agreed, tested & validated | 35% | Y |
| | | | | 31/12/2018 |
| Comment: Procedures agreed and tested, validated | | | | |
| | 4 | Procedures for OAT/GAT interfaces implemented, i.e. in operational use | 25% | Y |
| | | | | 31/12/2018 |
| Comment: Manual has already been updated, required documents are in force, validated | | | | |
| AOM13.1-ASP02 | Train staff as necessary | | | by:31/12/2018 |
| BHANSA | - | | 100% | Completed |
| Comment: Training of staff has started and will be completed by the target implementation completion date | | | | |
| | 1 | Activity started (e.g. Project kicked-off) | 10% | Y |
| | | | | 01/01/2017 |
| Comment: Training plans drafted | | | | |
| | 2 | Training for Air Traffic Services (ATS) personnel in provision of ATS to OAT-IFR flights ongoing | 40% | Y |
| | | | | 01/12/2017 |
| Comment: OJTI performed | | | | |
| | 3 | Training for Air Traffic Services (ATS) personnel in provision of ATS to OAT-IFR flights completed | 50% | Y |
| | | | | 31/12/2018 |
| Comment: completed by the target implementation date | | | | |
| MIL (By:12/2018) | | | | |
| Mil. Authority | | | 13% | Late |
| MoD and BHANSA signed an agreement with seven annexes on 27 January 2016 in order to Harmonise Operational Air Traffic (OAT) and General Air Traffic (GAT) Handling | | - | | 31/12/2020 |
| AOM13.1-MIL01 | Apply common principles, rules and procedures for OAT handling and OAT/GAT interface | | | by:31/12/2018 |
| Mil. Authority | - | | 40% | Late |
| Comment: Manual has already been updated, required documents are in force, pending validation | | | | |
| | 1 | Activity started (e.g. Project kicked-off) | 10% | Y |
| | | | | 01/10/2016 |

| | | | |
|----------------|--|-----|-----------------|
| Comment: | Activity has started | | |
| 2 | Procedures for OAT/GAT interfaces drafted | 30% | Y |
| | | | 01/10/2017 |
| Comment: | Completed | | |
| 3 | Procedures for OAT/GAT interfaces agreed, tested & validated | 35% | N |
| | | | 31/12/2020 |
| Comment: | Procedures agreed and tested, pending validation | | |
| 4 | Procedures for OAT/GAT interfaces implemented, i.e. in operational use | 25% | N |
| | | | 31/12/2020 |
| Comment: | Manual has already been updated, required documents are in force, pending validation | | |
| AOM13.1-MIL02 | Provide feedback on result of conformance analysis between national rules to EUROAT | | by:31/12/2012 |
| Mil. Authority | - | 0% | Late |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N |
| | | | 31/12/2020 |
| Comment: | For this LSSIP edition there is no information provided by MoD. | | |
| 2 | Conformance analysis of national rules and EUROAT performed | 40% | N |
| | | | 31/12/2020 |
| Comment: | For this LSSIP edition there is no information provided by MoD. | | |
| 3 | Point of contact (POC) and distribution list for the dissemination of EUROAT specification established and provided to EUROCONTROL | 50% | N |
| | | | 31/12/2020 |
| Comment: | For this LSSIP edition there is no information provided by MoD. | | |
| AOM13.1-MIL04 | Migrate military aeronautical information to EAD | | by:31/12/2015 |
| Mil. Authority | - | 0% | Not yet planned |
| Comment: | No need and plan identified for migrating military aeronautical information to EAD | | |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N |
| | | | - |
| 2 | Plan for migration of aeronautical information to EAD established and Data Provider Agreement with EUROCONTROL signed by all Military Authorities responsible for AIS Data | 40% | N |
| | | | - |
| 3 | All Military Authorities responsible for AIS Data have implemented EAD and maintain the three sets of AIP Data | 50% | N |
| | | | - |

| | | | |
|---|--|-------------|----------------------|
| AOM19.1 | ASM Support Tools to Support Advanced FUA (AFUA) <u>Timescales:</u> Initial operational capability: 01/01/2011 Full operational capability: 31/12/2018 | 100% | Completed |
| Links to DP Families: 3.1.1 - ASM Tool to support AFUA | | | |
| LARA agreement signed in early 2018, procurement and validation took place in 2018 | | | 31/12/2019 |
| ASP (By:12/2018) | | | |
| BHANSA | | 100% | Completed |
| LARA agreement signed in early 2018, implemented | | - | 31/12/2019 |
| AOM19.1-ASP01 | Deploy automated ASM support systems | | by:31/12/2018 |
| BHANSA | BH ACC | 100% | Completed |
| Comment: LARA agreement signed in early 2018, implemented | | | |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y 01/01/2018 |
| 2 | Automated ASM support systems procured | 30% | Y 31/12/2018 |
| Comment: completed | | | |
| 3 | Automated ASM support systems installed | 35% | Y 31/12/2018 |
| Comment: completed | | | |
| 4 | Automated ASM support system tested, validated and in operational use | 25% | Y 31/12/2018 |
| Comment: completed | | | |
| AOM19.1-ASP02 | Implement interoperability of local ASM support system with NM system | | by:31/12/2018 |
| BHANSA | - | 100% | Completed |
| Comment: LARA agreement signed in early 2018, completed | | | |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y 01/01/2018 |
| Comment: started | | | |
| 2 | Local ASM support system has been adapted to make it interoperable with NM system (AIXM 5.1 interface) | 65% | Y 31/12/2018 |
| Comment: completed | | | |
| 3 | A Letter of Agreement (LoA) has been concluded with NM | 25% | Y 31/12/2018 |
| Comment: completed | | | |
| AOM19.1-ASP03 | Improve planning and allocation of airspace booking | | by:31/12/2018 |
| BHANSA | - | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y 01/01/2018 |
| Comment: started | | | |
| 2 | A tool allowing the measurement of FUA Indicators (described in detail in Section 7 of the EUROCONTROL ASM Handbook) has been installed (e.g. PRISMIL or a similar tool) | 30% | Y 31/12/2019 |
| Comment: By the end of 2019 | | | |
| 3 | FUA Indicators are continuously measured using PRISMIL or a similar tool | 35% | Y 31/12/2019 |
| 4 | Planning and allocation of reserved/segregated airspace at pre-tactical ASM level 2 is improved as required in the description of this SLoA | 25% | Y 31/12/2019 |

| | | | |
|---|---|-------------|----------------------|
| AOM19.2 | ASM Management of Real-Time Airspace Data <u>Timescales:</u> Initial operational capability: 01/01/2017 Full operational capability: 31/12/2021 | 100% | Completed |
| Links to OI Steps: AOM-0202-A [E], AOM-0206-A [E] Links to ICAO ASBUs: B1-FRTO, B1-NOPS Links to DP Families: 3.1.2 - ASM management of real time airspace data | | | |
| - | | | 31/12/2018 |
| ASP (By:12/2021) | | | |
| BHANSa | | 100% | Completed |
| completed | - | | 31/12/2018 |
| AOM19.2-ASP01 | Adapt ATM systems for real-time ASM data exchanges | | by:31/12/2021 |
| BHANSa | - | 100% | Completed |
| Comment: | completed | | |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y 07/02/2017 |
| Comment: | started | | |
| 2 | Upgrade to ATM systems to enable real-time ASM data exchanges with local ASM support systems procured | 30% | Y 31/12/2018 |
| Comment: | completed | | |
| 3 | Upgrade to ATM systems to enable real-time ASM data exchanges with local ASM support systems installed | 60% | Y 31/12/2018 |
| Comment: | completed | | |
| AOM19.2-ASP02 | Adapt local ASM support system for real-time ASM data exchanges with NM systems | | by:31/12/2021 |
| BHANSa | - | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y 07/02/2017 |
| Comment: | started | | |
| 2 | Upgrade to local ASM support system for real-time ASM data exchanges with NM procured | 30% | Y 31/12/2018 |
| Comment: | completed | | |
| 3 | Upgrade to local ASM support system for real-time ASM data exchanges with NM installed | 60% | Y 31/12/2018 |
| Comment: | completed | | |
| AOM19.2-ASP03 | Implement procedures related to real-time (tactical) ASM level III information exchange | | by:31/12/2021 |
| BHANSa | - | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y 07/02/2017 |
| Comment: | started | | |
| 2 | Procedures related to real-time (tactical) ASM level III information exchange drafted | 30% | Y 31/12/2018 |
| Comment: | completed | | |
| 3 | Procedures related to real-time (tactical) ASM level III information exchange agreed, tested & validated | 35% | Y 31/12/2018 |
| Comment: | completed | | |
| 4 | Procedures related to real-time (tactical) ASM level III information exchange implemented | 25% | Y 31/12/2018 |
| Comment: | completed | | |

| | | | |
|--|--|-------------|----------------------|
| AOM19.3 | Full Rolling ASM/ATFCM Process and ASM Information Sharing <u>Timescales:</u> Initial operational capability: 01/01/2014 Full operational capability: 31/12/2021 | 100% | Completed |
| Links to OI Steps: AOM-0202, AOM-0202-A [E] Links to ICAO ASBUs: B0-FRTO, B1-FRTO, B1-NOPS, B2-NOPS Links to DP Families: 3.1.3 - Full rolling ASM/ATFCM process and ASM information sharing | | | |
| Alignment with the AMC implementation and LARA tool. | | | 31/12/2018 |
| ASP (By:12/2021) | | | |
| BHANSa | | 100% | Completed |
| Alignment with the AMC implementation and LARA tool. | | - | 31/12/2018 |
| AOM19.3-ASP01 | Adapt ASM systems to support a full rolling ASM/ATFCM process | | by:31/12/2021 |
| BHANSa | - | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y 01/10/2016 |
| 2 | Upgrade to ASM systems to support a full rolling ASM/ATFCM process procured | 30% | Y 31/12/2018 |
| 3 | Upgrade to ASM systems to support a full rolling ASM/ATFCM process installed | 60% | Y 31/12/2018 |
| AOM19.3-ASP02 | Implement procedures and processes for a full rolling ASM/ATFCM process | | by:31/12/2021 |
| BHANSa | - | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y 01/10/2016 |
| 2 | Procedures and processes for a full rolling ASM/ATFCM process drafted | 30% | Y 31/12/2018 |
| 3 | Procedures and processes for a full rolling ASM/ATFCM process agreed, tested & validated | 35% | Y 31/12/2018 |
| 4 | Procedures and processes for a full rolling ASM/ATFCM process (including processes for initial CDM, full management of airspace structure via AUP/UUP, and process supporting sharing of information of airspace configurations via AUP/UUP) implemented | 25% | Y 31/12/2018 |
| Comment: implemented | | | |

| | | | |
|--|---|-------------|----------------------|
| AOM19.4 | Management of Pre-defined Airspace Configurations <u>Timescales:</u> Initial operational capability: 01/01/2018 Full operational capability: 31/12/2021 | 100% | Completed |
| Links to ICAO ASBUs: B1-FRTO, B1-NOPS Links to DP Families: 3.1.4 - Management of dynamic airspace configurations | | | |
| completed | | | - |
| ASP (By:12/2021) | | | |
| BHANS | | 100% | Completed |
| Completed | | | - |
| AOM19.4-ASP01 | Adapt ATM systems to support the management of ASM solutions and pre-defined airspace configurations. | | by:31/12/2021 |
| BHANS | - | 100% | Completed |
| Comment: Completed | | | |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y |
| | | | - |
| 2 | New/upgraded ATM system supporting management of ASM solutions and pre-defined airspace configurations procured | 30% | Y |
| | | | - |
| 3 | New/upgraded ATM system supporting management of ASM solutions and pre-defined airspace configurations installed | 60% | Y |
| | | | - |
| AOM19.4-ASP01 | Adapt ATM systems to support the management of ASM solutions and pre-defined airspace configurations. | | by:31/12/2021 |
| BHANS | - | 100% | Completed |
| Comment: Completed | | | |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y |
| | | | - |
| 2 | New/upgraded ATM system supporting management of ASM solutions and pre-defined airspace configurations procured | 30% | Y |
| | | | - |
| 3 | New/upgraded ATM system supporting management of ASM solutions and pre-defined airspace configurations installed | 60% | Y |
| | | | - |
| AOM19.4-ASP02 | Implement procedures in support of an improved ASM solution process and pre-defined airspace configurations | | by:31/12/2021 |
| BHANS | - | 100% | Completed |
| Comment: Completed | | | |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y |
| | | | - |
| 2 | Procedures to support ASM solution process and pre-defined airspace configurations drafted | 30% | Y |
| | | | - |
| 3 | Procedures to support ASM solution process and pre-defined airspace configurations agreed, tested & validated | 35% | Y |
| | | | - |
| 4 | Procedures to support ASM solution process and pre-defined airspace configurations implemented | 25% | Y |
| | | | - |

| | | | |
|--|--|-------------|----------------------|
| AOM21.1 | Direct Routing Timescales: Initial Operational Capability: 01/01/2015 Full Operational Capability: 31/12/2017 | 100% | Completed |
| Links to DP Families: 3.2.1 - Upgrade of ATM systems (NM, ANSPs, AUs) to support Direct Routings (DCTs) and Free Routing Airspace (FRA), 3.2.3 - Implement Published Direct Routings (DCTs) | | | |
| Direct routing has been completely implemented in the Sarajevo FIR and BHANSA AoR | | | 15/04/2014 |
| ASP (By:12/2017) | | | |
| BHANSA | | 100% | Completed |
| Direct routing has been completely implemented in the Sarajevo FIR and BHANSA AoR | | | 15/04/2014 |
| AOM21.1-ASP01 | Implement procedures and processes in support of the network dimension | | by:31/12/2017 |
| BHANSA | BH ACC | 100% | Completed |
| Comment: Direct routing has been completely implemented in the Sarajevo FIR and BHANSA AoR | | | |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y 01/03/2012 |
| 2 | Direct routing airspace has been identified in coordination with the Network and FAB partners and the RAD has been updated accordingly | 30% | Y 15/04/2014 |
| 3 | Local ATFCM procedures in cooperation with the network taking on board the Direct Routing impact agreed, tested and validated | 35% | Y 15/04/2014 |
| 4 | Local ATFCM procedures in cooperation with the network taking on board the Direct Routing impact implemented | 25% | Y 15/04/2014 |
| Comment: | | | |
| AOM21.1-ASP02 | Implement system improvements | | by:31/12/2017 |
| BHANSA | BH ACC | 100% | Completed |
| Comment: Direct routing has been completely implemented in the Sarajevo FIR and BHANSA AoR | | | |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y 15/04/2014 |
| 2 | System/Function for implementation of Direct Routing procured | 30% | Y 15/04/2014 |
| 3 | System/Function for implementation of Direct Routing installed | 60% | Y 15/04/2014 |
| AOM21.1-ASP03 | Implement procedures and processes in support of the local dimension | | by:31/12/2017 |
| BHANSA | BH ACC | 100% | Completed |
| Comment: Direct routing has been completely implemented in the Sarajevo FIR and BHANSA AoR | | | |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y 01/03/2012 |
| 2 | The Direct Routing airspace has been described and published in the AIP, RAD and/or the charts | 30% | Y 15/04/2014 |
| 3 | ASM and ATC procedures taking on board the Direct Routing impact agreed, tested & validated | 35% | Y 15/04/2014 |
| 4 | ASM and ATC procedures taking on board the Direct Routing implemented | 25% | Y 15/04/2014 |
| Comment: The Direct Routing airspace has been described and published in the AIP, RAD and/or the charts. The Letters of Agreement have been updated if necessary. The ASM and ATC procedures have been updated to take on board the Direct Routing impact. | | | |
| AOM21.1-ASP04 | Implement transversal activities (verification at local/regional level, safety case and training) | | by:31/12/2017 |
| BHANSA | BH ACC | 100% | Completed |
| Comment: Direct routing has been completely implemented in the Sarajevo FIR and BHANSA AoR | | | |

| | | | |
|--|---|-----|------------|
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y |
| | | | 01/03/2012 |
| 2 | Direct Routing concept validated | 30% | Y |
| | | | 15/04/2014 |
| 3 | Safety argument has been developed and delivered to the competent authority | 30% | Y |
| | | | 15/04/2014 |
| 4 | ATCO Training conducted | 30% | Y |
| | | | 15/04/2014 |
| Comment: Direct Routing concept has been validated; safety argument has been developed and delivered to the Regulator/NSA/Competent Authority, as appropriate, depending on the severity of the identified risks or the introduction of new aviation standards. ATCO training has been conducted. | | | |

| | | | |
|--|---|---|----------------------|
| AOM21.2 | Free Route Airspace <u>Timescales:</u> Initial operational capability: 01/01/2015 Full operational capability: 31/12/2021 | 100% | Completed |
| Links to OI Steps: AOM-0401, AOM-0402, AOM-0501 [E], AOM-0505 [E], CM-0102-A [E] Links to ICAO ASBUs: B0-FRTO, B1-FRTO Links to DP Families: 3.2.1 - Upgrade of ATM systems (NM, ANSPs, AUs) to support Direct Routings (DCTs) and Free Routing Airspace (FRA), 3.2.4 - Implement Free Route Airspace | | | |
| BHANSa is part of SEAFRA, FRA environment consisting of airspace of 4 states (Croatia, Bosnia and Herzegovina, Serbia and Montenegro) and 3 ANSP (CROCONTROL, BHANSa and SMATSA) Following SEAFRA H24 implementation by 08/12/2016 for all traffic above FL 325 (above the FIR Sarajevo), the FRA operations were extended down to above FL 205 inside the FIR Sarajevo from 01/02/2018. SEAFRA is also now co-operated with SAXFRA from other FAB CE States (Austria, Slovenia). | | | 01/02/2018 |
| ASP (By:12/2021) | | | |
| BHANSa | | 100% | Completed |
| BHANSa is part of SEAFRA, FRA environment consisting of airspace of 4 states (Croatia, Bosnia and Herzegovina, Serbia and Montenegro) and 3 ANSP (CROCONTROL, BHANSa and SMATSA) Following SEAFRA H24 implementation by 08/12/2016 for all traffic above FL 325 (above the FIR Sarajevo), the FRA operations were extended down to above FL 205 inside the FIR Sarajevo from 01/02/2018. SEAFRA is also now co-operated with SAXFRA from other FAB CE States (Austria, Slovenia) | | Airspace Task Force / DEVOPS: FABCE Development of Operational Performance and ATM Strategies (previously Project 1) / Upgrade DPS | 01/02/2018 |
| AOM21.2-ASP01 | Implement procedures and processes in support of the network dimension | | by:31/12/2021 |
| BHANSa | - | 100% | Completed |
| Comment: BHANSa is part of SEAFRA, FRA environment consisting of airspace of 4 states (Croatia, Bosnia and Herzegovina, Serbia and Montenegro) and 3 ANSP (CROCONTROL, BHANSa and SMATSA) Following SEAFRA H24 implementation by 08/12/2016 for all traffic above FL 325 (above the FIR Sarajevo), the FRA operations were extended down to above FL 205 inside the FIR Sarajevo from 01/02/2018. SEAFRA is also now co-operated with SAXFRA from other FAB CE States (Austria, Slovenia) | | | |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y 01/01/2015 |
| 2 | FRA airspace has been identified in coordination with the Network and FAB partners and the RAD has been updated accordingly | 30% | Y 01/02/2018 |
| 3 | Local ATFCM procedures in cooperation with the network taking on board the FRA impact agreed, tested and validated | 35% | Y 01/02/2018 |
| 4 | Local ATFCM procedures in cooperation with the network taking on board the FRA impact implemented | 25% | Y 01/02/2018 |
| Comment: The local FRA airspace has been identified in coordination with the Network and FAB partners and the RAD has been updated accordingly (31/12/2017). The local ATFCM procedures have been updated in cooperation with the network to take on board the FRA impact (31/12/2017). | | | |

| | | | |
|----------------------|--|-------------|----------------------|
| AOM21.2-ASP02 | Implement system improvements | | by:31/12/2021 |
| BHANSa | - | 100% | Completed |
| Comment: | BHANSa is part of SEAFRA, FRA environment consisting of airspace of 4 states (Croatia, Bosnia and Herzegovina, Serbia and Montenegro) and 3 ANSP (CROCONTROL, BHANSa and SMATSA) Following SEAFRA H24 implementation by 08/12/2016 for all traffic above FL 325 (above the FIR Sarajevo), the FRA operations were extended down to above FL 205 inside the FIR Sarajevo from 01/02/2018. SEAFRA is also now co-operated with SAXFRA from other FAB CE States (Austria, Slovenia) | | |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y 01/01/2015 |
| 2 | System/Function for implementation of FRA procured | 30% | Y 31/12/2016 |
| 3 | System/Function for implementation of FRA installed | 60% | Y 01/02/2018 |
| Comment: | The ANSP system has been updated according to the specifications representing the identified necessary changes. | | |
| AOM21.2-ASP03 | Implement dynamic sectorisation | | by:31/12/2021 |
| BHANSa | - | 100% | Completed |
| Comment: | Completed | | |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y - |
| 2 | New/upgraded ATM system supporting support dynamic sectorisation procured | 30% | Y - |
| 3 | New/upgraded ATM system supporting support dynamic sectorisation installed | 35% | Y - |
| 4 | Procedures implementing dynamic sectorisation are tested, validated and in operational use | 25% | Y - |
| AOM21.2-ASP04 | Implement procedures and processes in support of the local dimension | | by:31/12/2021 |
| BHANSa | - | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y 01/01/2015 |
| 2 | FRA airspace has been described and published in the AIP, RAD and/or the charts | 30% | Y 01/02/2018 |
| Comment: | Planned | | |
| 3 | ASM and ATC procedures taking on board FRA impact agreed, tested & validated | 35% | Y 01/02/2018 |
| Comment: | 01/02/2018 | | |
| 4 | ASM and ATC procedures taking on board FRA implemented | 25% | Y 01/02/2018 |
| Comment: | The FRA airspace has been described and published in the AIP and the charts (31/12/2017). The Letters of Agreement have been updated if necessary (31/12/2017). The ASM and ATC procedures have been updated to take on board the FRA impact (31/12/2017). | | |

| | | | |
|--|---|-------------|------------------|
| AOM21.2-ASP05 | Implement transversal activities in support to operational deployment of FRA (validation, safety case and training) | | by:31/12/2021 |
| BHANSa | - | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y 01/01/2015 |
| 2 | FRA concept validated | 30% | Y 01/02/2018 |
| 3 | Safety argument has been developed and delivered to the competent authority | 30% | Y 01/02/2018 |
| 4 | ATCO Training conducted | 30% | Y 01/02/2018 |
| <p>Comment: FRA concept has been validated, safety argument has been developed and delivered to the Regulator/NSA/Competent Authority, as appropriate, depending on the severity of the identified risks or the introduction of new aviation standards (31/12/2017).</p> <p>ATCO training has been conducted (31/12/2017).</p> | | | |

| | | | |
|---|---|----------------|-----------------------|
| AOP04.1 | Advanced Surface Movement Guidance and Control System A-SMGCS Surveillance (former Level 1) <u>Timescales:</u> - not applicable - | % | Not Applicable |
| Links to DP Families: 2.2.1 - A-SMGCS Level 1 and 2 | | | |
| LQSA - Sarajevo Airport (Outside Applicability Area) | | | |
| Not applicable to LQSA | | | - |
| REG (By:12/2010) | | | |
| BHDCA | | % | Not Applicable |
| Not applicable to Sarajevo airport- | | | - |
| AOP04.1-REG01 | Mandate the carriage of required aircraft equipment to enable location and identification of aircraft on the movement area (including military aircraft, as appropriate) | | by:- |
| BHDCA | - | % | Not Applicable |
| | 1 Activity started (e.g. Project kicked-off) | 10% | NA |
| | | | - |
| | 2 Airworthiness certification requirements related to A-SMGCS adopted by the Regulator | 90% | NA |
| | | | - |
| AOP04.1-REG02 | Mandate the carriage of required vehicle equipment to enable location and identification of vehicles on the manoeuvring area | | by:- |
| BHDCA | - | % | Not Applicable |
| | 1 Activity started (e.g. Project kicked-off) | 10% | NA |
| | | | - |
| | 2 Certification requirements related to A-SMGCS vehicle equipage adopted by the Regulator | 90% | NA |
| | | | - |
| AOP04.1-REG03 | Publish A-SMGCS Surveillance procedures (including transponder operating procedures) in national aeronautical information publications | | by:- |
| BHDCA | - | % | Not Applicable |
| | 1 Activity started (e.g. Project kicked-off) | 10% | NA |
| | | | - |
| | 2 A-SMGCS operational procedures drafted | 30% | NA |
| | | | - |
| | 3 A-SMGCS operational procedures agreed, harmonized with application of transponder operating procedures, approved and published in national AIP | 60% | NA |
| | | | - |
| ASP (By:12/2011) | | | |
| BHANSA | | % | Not Applicable |
| Not applicable to Sarajevo airport- | | | - |
| AOP04.1-ASP01 | Install required surveillance equipment | | by:- |
| BHANSA | - | % | Not Applicable |
| | 1 Activity started (e.g. Project kicked-off) | 10% | NA |
| | | | - |
| | 2 Required surveillance equipment procured | 30% | NA |
| | | | - |
| | 3 Required surveillance equipment installed | 60% | NA |
| | | | - |

| | | | |
|------------------|--|-----|----------------|
| AOP04.1-ASP02 | Train aerodrome control staff in the use of A-SMGCS Surveillance in the provision of aerodrome control service | | by:- |
| BHANSa | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | NA |
| | | | - |
| 2 | Training ongoing | 40% | NA |
| | | | - |
| 3 | Training completed | 50% | NA |
| | | | - |
| AOP04.1-ASP03 | Implement approved A-SMGCS operational procedures at airports equipped with A-SMGCS | | by:- |
| BHANSa | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | NA |
| | | | - |
| 2 | A-SMGCS operational procedures drafted | 30% | NA |
| | | | - |
| 3 | A-SMGCS operational procedures agreed, tested & validated | 35% | NA |
| | | | - |
| 4 | A-SMGCS operational procedures implemented, i.e. in operational use | 25% | NA |
| | | | - |
| APO (By:12/2010) | | | |
| - | | | |
| - | | | |
| AOP04.1-APO01 | Install required surveillance equipment | | by:- |
| - | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | NA |
| | | | - |
| 2 | Required surveillance equipment procured | 30% | NA |
| | | | - |
| 3 | Required surveillance equipment installed | 60% | NA |
| | | | - |
| AOP04.1-APO02 | Equip Ground Vehicles | | by:- |
| - | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | NA |
| | | | - |
| 2 | Ground vehicles equipment procured | 30% | NA |
| | | | - |
| 3 | Ground vehicles equipment installed, tested & validated | 60% | NA |
| | | | - |
| AOP04.1-APO03 | Train ground vehicle drivers | | by:- |
| - | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | NA |
| | | | - |
| 2 | Training ongoing | 40% | NA |
| | | | - |
| 3 | Training completed | 50% | NA |
| | | | - |

| | | | |
|---|--|----------------|-----------------------|
| AOP04.2 | Advanced Surface Movement Guidance and Control System (A-SMGCS) Runway Monitoring and Conflict Alerting (RMCA) (former Level 2) <u>Timescales:</u> - not applicable - | % | Not Applicable |
| Links to DP Families: 2.2.1 - A-SMGCS Level 1 and 2 | | | |
| LQSA - Sarajevo Airport (Outside Applicability Area) | | | |
| Not applicable to Sarajevo airport-ASP (By:12/2017) | | | - |
| BHANSa | | % | Not Applicable |
| Not applicable to Sarajevo airport- | | | - |
| AOP04.2-ASP01 | Install required A-SMGCS RMCA function equipment | | by:- |
| BHANSa | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | NA |
| | | | - |
| 2 | Required A-SMGCS Level 2 control function system procured | 30% | NA |
| | | | - |
| 3 | Required A-SMGCS Level 2 control function system installed | 60% | NA |
| | | | - |
| AOP04.2-ASP02 | Train aerodrome control staff in the use of A-SMGCS RMCA in the provision of an aerodrome control service | | by:- |
| BHANSa | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | NA |
| | | | - |
| 2 | Training ongoing | 40% | NA |
| | | | - |
| 3 | Training completed | 50% | NA |
| | | | - |
| AOP04.2-ASP03 | Implement approved A-SMGCS RMCA operational procedures | | by:- |
| BHANSa | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | NA |
| | | | - |
| 2 | Local A-SMGCS Level 2 operational procedures drafted | 30% | NA |
| | | | - |
| 3 | Local A-SMGCS Level 2 operational procedures agreed, tested & validated | 35% | NA |
| | | | - |
| 4 | Local A-SMGCS Level 2 operational procedures implemented, i.e. in operational use | 25% | NA |
| | | | - |
| APO (By:12/2017) | | | |
| - | | | |
| | | | |
| AOP04.2-APO01 | Install required A-SMGCS RMCA 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 |
| | | | - |

| | | | |
|--|--|-------------|-------------------|
| AOP05 | Airport Collaborative Decision Making (A-CDM) <u>Timescales:</u> - not applicable - | 14% | Late |
| Links to OI Steps: AO-0501, AO-0601, AO-0602 [E], AO-0603, TS-0201 [E] Links to ICAO ASBUs: B0-ACDM, B0-RSEQ Links to DP Families: 2.1.1 - Initial DMAN, 2.1.3 - Basic A-CDM | | | |
| LQSA - Sarajevo Airport (Outside Applicability Area) | | | |
| - | | | 31/12/2021 |
| ASP (By:12/2016) | | | |
| BHANSa | | 18% | Late |
| - | | | 31/12/2020 |
| AOP05-ASP01 | Define and agree performance objectives and KPIs at local level, specific to ANSP in accordance with A-CDM Manual guidelines | | by:- |
| BHANSa | - | 100% | Completed |
| | 1 Activity started (e.g. Project kicked-off) | 10% | Y 31/12/2019 |
| | 2 Local A-CDM committee established with all Stakeholders involved | 10% | Y 31/12/2019 |
| | 3 Performance objectives and KPIs drafted | 30% | Y 31/12/2019 |
| | 4 Performance objectives and KPIs agreed by all parties | 50% | Y 31/12/2019 |
| AOP05-ASP02 | Define and implement local Air Navigation Service (ANS) procedures for information sharing through Letters of Agreement (LoAs) and/or Memorandum of Understanding (MoU) in accordance with A-CDM Manual guidelines | | by:- |
| BHANSa | - | 10% | Late |
| | 1 Activity started (e.g. Project kicked-off) | 10% | Y 30/01/2020 |
| | 2 Information sharing principles/procedures defined and information sharing platform (if applicable) procured | 30% | N 31/12/2020 |
| | 3 Information sharing platform (if applicable) installed | 10% | N 31/12/2020 |
| | 4 Information sharing procedures agreed, tested & validated | 25% | N 31/12/2020 |
| | 5 LoA and/or MoU signed by all partners and procedures implemented | 25% | N 31/12/2020 |
| 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 31/12/2020 |
| | 2 Procedures for turnaround processes drafted through LoA and/or MoU | 30% | N 31/12/2020 |
| | 3 Procedures for turnaround processes agreed, tested & validated | 35% | N 31/12/2020 |
| | 4 LoA and/or MoU signed by all partners and procedures for turnaround processes implemented | 25% | N 31/12/2020 |
| AOP05-ASP04 | Continually review and measure airport performance in accordance with Airport CDM Manual guidelines | | by:- |
| BHANSa | - | 0% | Late |
| | 1 Activity started (e.g. Project kicked-off) | 10% | N 31/12/2020 |

| | | | | |
|---|---|--|------------|-----------------|
| | 2 | Procedure & methodology for measuring airport performance agreed & validated | 30% | N 31/12/2020 |
| | 3 | Procedure & methodology for measuring airport performance implemented | 35% | N 31/12/2020 |
| | 4 | Airport performance results/benefits published | 25% | N 31/12/2020 |
| AOP05-ASP05 | | Define and implement variable taxi-time and predeparture sequencing procedure (i.e. initial DMAN) according to airport CDM Manual guidelines | | by:- |
| BHANSNA | - | | 0% | Late |
| | 1 | Activity started (e.g. Project kicked-off) | 10% | N 31/12/2020 |
| | 2 | Procedures for variable taxi time and pre-departure sequencing drafted | 30% | N 31/12/2020 |
| | 3 | Procedures for variable taxi time and pre-departure sequencing agreed, tested & validated | 35% | N 31/12/2020 |
| | 4 | Procedures for variable taxi time and pre-departure sequencing implemented and published in the AIP | 25% | N 31/12/2020 |
| AOP05-ASP06 | | Define and implement procedures for CDM in adverse conditions, including the de-icing according to airport CDM Manual guidelines | | by:- |
| BHANSNA | - | | 0% | Late |
| | 1 | Activity started (e.g. Project kicked-off) | 10% | N 31/12/2020 |
| | 2 | Procedures for adverse conditions drafted through LoA and/or MoU | 30% | N 31/12/2020 |
| | 3 | Procedures for adverse conditions agreed, tested & validated | 35% | N 31/12/2020 |
| | 4 | LoA and/or MoU signed by all partners and procedures for adverse conditions implemented | 25% | N 31/12/2020 |
| APO (By:12/2016) | | | | |
| SARAJEVO Airport | | | 10% | Late |
| Planned by Businesses Plan for 2019-2020, and next consecutive three years. Zijadić ATM Master Plan – Aeronautički projekti AOP05 -LSSIP | | | | 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 | - | | 50% | Late |
| | 1 | Activity started (e.g. Project kicked-off) | 10% | Y 28/05/2019 |
| Comment: Project started at 28.05.2019. | | | | |
| | 2 | Local A-CDM committee established with all Stakeholders involved | 10% | Y 15/06/2019 |
| Comment: Team in front AP SJJ established 15.06.2019, Zijadić, Čengić, Bušić, Šahić Team in front BHANSNA established 20.08.2019 Selma Hajdarević, Sanela Zekić, Dražen Hrkać, Benis Ahmetspahić, JPAKL: Vinko Maknar, Adnan Omerbašić | | | | |
| | 3 | Performance objectives and KPIs drafted | 30% | Y 09/10/2019 |
| Comment: Objectives for AP SJJ/Team MAS established 09.10.2019, objectives are in Operation Plan in Project. | | | | |
| | 4 | Performance objectives and KPIs agreed by all parties | 50% | N 31/12/2021 |
| Comment: Team BHANSNA need to established they objectives until 20.11.2019. 06.12.2019, BHANSNA missing objectives. 10.12.2019, again remainder for objectives. | | | | |

| | | | |
|------------------|--|-----|-----------------|
| AOP05-APO02 | Define and implement local airport operations procedures for information sharing through Letters of Agreement (LoAs) and/or Memorandum of Understanding (MoU) in accordance with A-CDM Manual guidelines | | by:- |
| SARAJEVO Airport | - | 10% | Late |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y 05/06/2019 |
| Comment: | MoU and TOR draft created 05.06.2019. BHANSA gave comment, now in process of signing. | | |
| 2 | Information sharing principles/procedures defined and information sharing platform (if applicable) procured | 30% | N 31/12/2021 |
| 3 | Information sharing platform (if applicable) installed, tested & validated | 10% | N 31/12/2021 |
| 4 | Information sharing procedures agreed, tested & validated | 25% | N 31/12/2021 |
| 5 | LoA and/or MoU signed by all partners and procedures implemented | 25% | N 31/12/2021 |
| AOP05-APO03 | Define and implement local procedures for turnaround processes in accordance with CDM manual guidelines (baseline CDM) | | by:- |
| SARAJEVO Airport | - | 0% | Late |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N 31/12/2021 |
| 2 | Procedures for turnaround processes drafted through LoA and/or MoU | 30% | N 31/12/2021 |
| 3 | Procedures for turnaround processes agreed, tested & validated | 35% | N 31/12/2021 |
| 4 | LoA and/or MoU signed by all partners and procedures for turnaround processes implemented | 25% | N 31/12/2021 |
| AOP05-APO04 | Continually review and measure airport performance in accordance with Airport CDM Manual guidelines | | by:- |
| SARAJEVO Airport | - | 0% | Late |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N 31/12/2021 |
| 2 | Procedure & methodology for measuring airport performance agreed & validated | 30% | N 31/12/2021 |
| 3 | Procedure & methodology for measuring airport performance implemented | 35% | N 31/12/2021 |
| 4 | Airport performance results/benefits published | 25% | N 31/12/2021 |
| AOP05-APO05 | Define and implement the exchange of messages, Flight Update Message (FUM) and Departure Planning Information (DPI) between NMOC and the airport in accordance with A-CDM Manual guidelines | | by:- |
| SARAJEVO Airport | - | 0% | Late |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N 31/12/2021 |
| 2 | Capability to send/receive DPI/FUM messages available in systems | 40% | N 31/12/2021 |
| 3 | Procedures for exchange of messages (DPI/FUM) with NMOC agreed, tested & validated | 25% | N 31/12/2021 |
| 4 | Procedures for exchange of messages (DPI/FUM) with NMOC operational | 25% | N 31/12/2021 |

| | | | |
|------------------|---|-----|-----------------|
| AOP05-APO06 | Define and implement procedures for CDM in adverse conditions including the de-icing according to airport CDM Manual guidelines | | by:- |
| SARAJEVO Airport | - | 0% | Late |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N 31/12/2021 |
| 2 | Procedures for adverse conditions and de-icing drafted through LoA and/or MoU | 30% | N 31/12/2021 |
| 3 | Procedures for adverse conditions and de-icing agreed, tested & validated | 35% | N 31/12/2021 |
| 4 | LoA and/or MoU signed by all partners and procedures for adverse conditions and de-icing implemented | 25% | N 31/12/2021 |

| | | | |
|---|--|------|----------------|
| AOP10 | Time-Based Separation <u>Timescales:</u> - not applicable - | % | Not Applicable |
| Links to DP Families: 2.3.1 - Time Based Separation (TBS) | | | |
| LQSA - Sarajevo Airport (Outside Applicability Area) | | | |
| Not applicable to Sarajevo airport.(LQSA not PCP airport) | | | - |
| REG (By:12/2023) | | | |
| BHDCA | | % | Not Applicable |
| LQSA not PCP airport | | | - |
| AOP10-REG01 | Publish TBS operations procedures in national aeronautical information publications | | by:- |
| BHDCA | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | NA |
| | | | - |
| Comment: Activity started - not applicable. | | | |
| 2 | Procedures for TBS operations have been drafted by the ANSP and provided to the Regulator | 30% | NA |
| | | | - |
| Comment: Not applicable. | | | |
| 3 | Procedures for TBS operations have been validated | 35% | NA |
| | | | - |
| Comment: Not applicable. | | | |
| 4 | Procedures for TBS operations have been published by the ANSP in the local/State AIP | 25% | NA |
| | | | - |
| Comment: Not applicable. | | | |
| ASP (By:12/2023) | | | |
| BHANSA | | % | Not Applicable |
| LQSA not PCP airport | | | - |
| AOP10-ASP01 | Ensure AMAN system is compatible with TBS support tool | | by:- |
| BHANSA | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | NA |
| | | | - |
| 2 | FDPS and AMAN system are compatible with the TBS support tool | 30% | NA |
| | | | - |
| 3 | CWP is modified to display headwind independent time based separation | 30% | NA |
| | | | - |
| 4 | TBS support tool is able to calculate headwind independent time based separation | 100% | N |
| | | | - |
| AOP10-ASP02 | Modify CWP to integrate TBS Support tool with safety nets | | by:- |
| BHANSA | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | NA |
| | | | - |
| 2 | CWP modification to integrate TBS support tool has been procured (if necessary) | 30% | NA |
| | | | - |
| 3 | CWP modification to integrate TBS support tool has been installed | 35% | NA |
| | | | - |
| 4 | CWP modification to integrate TBS support tool has been tested, validated and is available for operational use | 25% | NA |
| | | | - |

| | | | |
|-------------|---|-----|----------------|
| AOP10-ASP03 | Local MET info with actual glide-slope wind conditions to be provided into TBS Support tool | | by:- |
| BHANSa | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | NA |
| | | | - |
| 2 | Local meteorological information providing actual glide slope wind conditions to the TBS support tool has been tested & validated | 65% | NA |
| | | | - |
| 3 | Local meteorological information providing actual glide slope wind conditions is fed into the TBS support tool | 25% | NA |
| | | | - |
| AOP10-ASP04 | TBS Support tool to provide automatic monitoring and alerting of non-conformant behaviours, infringements, wrong aircraft | | by:- |
| BHANSa | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | NA |
| | | | - |
| 2 | A TBS support tool has been procured | 30% | NA |
| | | | - |
| 3 | A TBS support tool has been installed | 60% | NA |
| | | | - |
| AOP10-ASP05 | Implement procedures for TBS operations | | by:- |
| BHANSa | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | NA |
| | | | - |
| 2 | Procedures for TBS operations have been drafted | 30% | NA |
| | | | - |
| 3 | Procedures for TBS operations have been tested & validated | 35% | NA |
| | | | - |
| 4 | Procedures for TBS operations have been implemented are in operational use and have been published in the local/State AIP | 25% | NA |
| | | | - |
| AOP10-ASP06 | Train controllers (Tower and Approach) on TBS operations | | by:- |
| BHANSa | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | NA |
| | | | - |
| 2 | The training of Tower and Approach Controllers on the procedures and practices to TBS is ongoing | 40% | NA |
| | | | - |
| 3 | The training of Tower and Approach Controllers on the procedures and practices to TBS has been completed | 50% | NA |
| | | | - |

| | | | |
|---|---|-----|-----------------|
| AOP11 | Initial Airport Operations Plan <u>Timescales:</u> - not applicable - | 0% | Not yet planned |
| Links to OI Steps: AO-0801-A [E] Links to ICAO ASBUs: B1-ACDM Links to DP Families: 2.1.4 - Initial Airport Operations Plan (AOP) | | | |
| LQSA - Sarajevo Airport (Outside Applicability Area) | | | |
| | | | - |
| ASP (By:12/2021) | | | |
| BHANSa | | 0% | Not yet planned |
| Not yet planned | | - | - |
| AOP11-ASP01 | Provide the required information to the AOP | | by:- |
| BHANSa | - | 0% | Not yet planned |
| Comment: Not applicable to Sarajevo airport- | | | |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N - |
| Comment: Not started | | | |
| 2 | A local agreement for the provision of AOP elements with the APO has been signed | 40% | N - |
| Comment: Planned | | | |
| 3 | The ANSP is providing the AOP information to the APO | 25% | N - |
| Comment: Planned | | | |
| 4 | The ANSP is maintaining the information to the AOP constantly ensuring the appropriate quality | 25% | N - |
| Comment: The AOP information under its responsibility is provided and maintained, ensuring the appropriate quality. Explain situation/plans: This is a new objective. Data/information regarding "Provide the required information to the AOP" not provided by Bosnia and Herzegovina Air Navigation Services Agency. | | | |
| APO (By:12/2021) | | | |
| SARAJEVO Airport | | 0% | Not yet planned |
| Not yet planned. | | - | - |
| AOP11-APO01 | Set up and manage the Airport Operational Plan | | by:- |
| SARAJEVO Airport | - | 0% | Not yet planned |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N - |
| 2 | All the stakeholders relevant to the Airport Operation Plan (AOP) have been identified | 15% | N - |
| 3 | Local agreements for the provision of AOP information have been signed with the relevant stakeholders | 25% | N - |
| 4 | The Airport Operation Plan has been approved and release | 50% | N - |
| AOP11-APO02 | Provide the required information to the AOP | | by:- |
| SARAJEVO Airport | - | 0% | Not yet planned |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N - |
| 2 | The APO is providing the AOP elements (core and supporting) to the AOP | 65% | N - |
| 3 | The APO is maintaining the AOP constantly ensuring the appropriate quality | 25% | N - |

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

| | | | |
|--|---|----------------|-----------------------|
| 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 |
| Links to OI Steps: AO-0104-A [E] Links to Enablers: AERODROME-ATC-36 Links to ICAO ASBUs: B2-SURF Links to DP Families: 2.1.2 - Electronic Flight Strips (EFS), 2.5.1 - Airport Safety Nets associated with A-SMGCS Level 2 | | | |
| LQSA - Sarajevo Airport (Outside Applicability Area) | | | |
| Not applicable. | | | - |
| ASP (By:12/2020) | | | |
| BHANSa | | % | Not Applicable |
| not applicable | - | | - |
| AOP12-ASP01 | Install required 'Airport Safety Nets' | | by:- |
| BHANSa | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | NA |
| | | | - |
| Comment: | N/A | | |
| 2 | Airport Safety Nets function defined and appropriate system (if necessary) procured | 30% | NA |
| | | | - |
| Comment: | N/A | | |
| 3 | Airport Safety Nets function support system (if required) installed | 35% | NA |
| | | | - |
| Comment: | N/A | | |
| 4 | Airport Safety Nets function tested, validated and in operational use | 25% | NA |
| | | | - |
| Comment: | N/A | | |
| AOP12-ASP02 | Train aerodrome control staff on the functionality of 'Airport Safety Nets' | | by:- |
| BHANSa | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | NA |
| | | | - |
| Comment: | N/A | | |
| 2 | Training on the Airport Safety Nets functionality ongoing | 40% | NA |
| | | | - |
| Comment: | N/A | | |
| 3 | Training on the Airport Safety Nets functionality completed | 50% | NA |
| | | | - |
| Comment: | N/A | | |

| | | | |
|-------------------------|---|----------------|-----------------------|
| SARAJEVO Airport | | % | Not Applicable |
| N/A | | - | - |
| AOP12-ASP03 | Implement digital systems such as electronic flight strips (EFS) | | by:- |
| SARAJEVO Airport | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | NA |
| | | | - |
| Comment: N/A | | | |
| 2 | Digital systems (such as EFS) procured | 30% | NA |
| | | | - |
| Comment: N/A | | | |
| 3 | Digital systems (such as EFS) installed | 35% | NA |
| | | | - |
| Comment: N/A | | | |
| 4 | Digital systems (such as EFS) tested, validated and available for operational use | 25% | NA |
| | | | - |
| Comment: N/A | | | |
| APO (By:12/2020) | | | |
| SARAJEVO Airport | | % | Not Applicable |
| N/A | | - | - |
| AOP12-APO01 | Train all relevant staff on the functionality of 'Airport Safety Nets' | | by:- |
| SARAJEVO Airport | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | NA |
| | | | - |
| Comment: N/A | | | |
| 2 | Training of staff on the Airport Safety Nets functionality ongoing | 40% | NA |
| | | | - |
| Comment: N/A | | | |
| 3 | Training of staff on the Airport Safety Nets functionality completed | 50% | NA |
| | | | - |
| Comment: N/A | | | |

| | | | |
|---|--|----------|-----------------------|
| AOP13 | Automated Assistance to Controller for Surface Movement Planning and Routing Timescales: - not applicable - | % | Not Applicable |
| Links to OI Steps: AO-0205 [E], TS-0202 Links to ICAO ASBUs: B1-ACDM, B1-RSEQ, B2-SURF Links to DP Families: 2.4.1 - A-SMGCS Routing and Planning Functions | | | |
| LQSA - Sarajevo Airport (Outside Applicability Area) | | | |
| Not applicable | | | - |
| REG (By:12/2023) | | | |
| BHDCA | | % | Not Applicable |
| Not applicable | - | | - |
| AOP13-REG01 | Coordination and final official approval of procedures by the local regulator is required | | by:- |
| BHDCA | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N - |
| 2 | Request for operational approval and relevant material received by the competent authority | 65% | N - |
| 3 | Relevant material verified and operational approval granted | 25% | N - |
| ASP (By:12/2023) | | | |
| BHANSA | | % | Not Applicable |
| Not Applicable | - | | - |
| AOP13-ASP01 | Upgrade ATS systems to support automated assistance to air traffic controllers for surface movement planning and routing | | by:- |
| BHANSA | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N - |
| 2 | New/upgraded ATS systems to support automated assistance to ATCOs surface movement planning and routing procured | 30% | N - |
| 3 | New/upgraded ATS systems to support automated assistance to ATCOs surface movement planning and routing installed | 60% | N - |
| AOP13-ASP02 | Ensure the planning and routing function is used to optimise pre-departure sequencing | | by:- |
| BHANSA | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N - |
| 2 | New/upgraded A-SMGCS and A-CDM system supporting interaction of DMAN and planning and routing function procured | 30% | N - |
| 3 | New/upgraded A-SMGCS and A-CDM system supporting interaction of DMAN and planning and routing function installed | 60% | N - |
| AOP13-ASP03 | Implement operational procedures implementing automated assistance to air traffic controllers for surface movement planning and routing | | by:- |
| BHANSA | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N - |
| 2 | Procedures for automated assistance to ATCOs for surface movement planning and routing drafted | 30% | N - |
| 3 | Procedures for automated assistance to ATCOs for surface movement planning and routing agreed, tested & validated | 35% | N - |
| 4 | Procedures for automated assistance to ATCOs for surface movement planning and routing implemented | 25% | N - |

| | | | |
|-------------|--|-----|----------------|
| AOP13-ASP04 | Develop, and deliver as necessary, a safety assessment of the changes imposed by the implementation of automated assistance to air traffic controllers for surface movement planning and routing | | by:- |
| BHANSA | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N |
| | | | - |
| 2 | Safety Assessment drafted | 30% | N |
| | | | - |
| 3 | Safety Assessment delivered to the competent authority | 60% | N |
| | | | - |
| AOP13-ASP05 | Train all operational personnel concerned in the use of automated assistance for surface movement planning and routing | | by:- |
| BHANSA | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N |
| | | | - |
| 2 | Training ongoing | 40% | N |
| | | | - |
| 3 | Training completed | 50% | N |
| | | | - |

| | | | |
|-------------------------|--|---|----------------|
| AOP14 | Remote Tower Services <i>Applicability and timescale: Local</i> | % | Not Applicable |
| LQSA - Sarajevo Airport | | | |
| not applicable | | | - |

| | | | |
|--|---|----|-----------------|
| AOP15 | Enhanced traffic situational awareness and airport safety nets for the vehicle drivers <i>Applicability and timescale: Local</i> | 0% | Not yet planned |
| Links to DP Families: 2.5.2 - Vehicle and aircraft systems contributing to Airport Safety Nets | | | |
| LQSA - Sarajevo Airport | | | |
| Not yet planned. | | | - |

| | | | |
|--|---|----------|-----------------------|
| AOP16 | Guidance assistance through airfield ground lighting <u>Applicability and timescale: Local</u> | % | Not Applicable |
| Links to DP Families: 2.4.1 - A-SMGCS Routing and Planning Functions | | | |
| LQSA - Sarajevo Airport | | | |
| Not applicable | | | - |

| | | | |
|-------------------------|--|---|----------------|
| AOP17 | Provision/integration of departure planning information to NMOC <i>Applicability and timescale: Local</i> | % | Not Applicable |
| LQSA - Sarajevo Airport | | | |
| Not applicable | | | - |

| | | | |
|-------------------------|--|---|----------------|
| AOP18 | Runway Status Lights (RWSL) <i>Applicability and timescale: Local</i> | % | Not Applicable |
| LQSA - Sarajevo Airport | | | |
| Not applicable | | | - |

| | | | |
|---|--|------|-----------------|
| 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 |
| Links to OI Steps: CM-0801 Links to ICAO ASBUs: B0-SNET | | | |
| STCA function available in ATC system and operationally used | | | 13/11/2014 |
| ASP (By:01/2013) | | | |
| BHANSa | | 100% | Completed |
| STCA function available in ATC system and operationally used | | | 13/11/2014 |
| ATC02.2-ASP01 | Implement STCA function for en-route operations | | by:31/01/2013 |
| BHANSa | BH ACC / Sarajevo TMA | 100% | Completed |
| Comment: STCA function available in ATC system and operationally used | | | |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y 07/04/2009 |
| 2 | The upgrade of ground systems to support the STCA function has been procured | 30% | Y 13/11/2014 |
| 3 | The upgrade of ground systems to support the STCA function has been installed | 35% | Y 13/11/2014 |
| 4 | The upgrade of ground systems to support the STCA function is tested, validated and in operational use | 25% | Y 13/11/2014 |
| ATC02.2-ASP02 | Align ATCO training with the use of STCA ground-based safety tools | | by:31/01/2013 |
| BHANSa | BH ACC | 100% | Completed |
| Comment: STCA function available in ATC system and operationally used | | | |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y 07/04/2009 |
| 2 | Training for the concerned personnel is ongoing | 40% | Y 13/11/2014 |
| 3 | Training for the concerned personnel is completed | 50% | Y 13/11/2014 |
| ATC02.2-ASP03 | Develop safety assessment for the changes | | by:31/01/2013 |
| BHANSa | - | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y 07/04/2009 |
| 2 | Safety Assessment drafted | 30% | Y 15/07/2014 |
| 3 | Safety Assessment delivered to the competent authority | 60% | Y 15/07/2014 |

| | | | |
|--|--|-----|-----------------|
| ATC02.8 | Ground-Based Safety Nets <u>Timescales:</u> Initial operational capability: 01/01/2009 Full operational capability: 31/12/2016 | 0% | Not yet planned |
| Links to OI Steps: CM-0801 Links to ICAO ASBUs: B0-SNET, B1-SNET Links to DP Families: 3.2.1 - Upgrade of ATM systems (NM, ANSPs, AUs) to support Direct Routings (DCTs) and Free Routing Airspace (FRA) | | | |
| Not yet planned. | | | - |
| ASP (By:12/2016) | | | |
| BHANSA | | 0% | Not yet planned |
| BHANSA upgraded ATC system and now there is no this functionality APW function is no implemented in new upgraded the ATC system, . APM function is no implemented in new upgraded the ATC system | | - | - |
| ATC02.8-ASP01 | Implement the APW function | | by:31/12/2016 |
| BHANSA | - | 0% | Not yet planned |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N - |
| 2 | The upgrade of ground systems to support the APW function has been procured | 30% | N - |
| 3 | The upgrade of ground systems to support the APW function has been installed | 35% | N - |
| 4 | The upgrade of ground systems to support the APW function is tested, validated and in operational use | 25% | N - |
| ATC02.8-ASP02 | Align ATCO training with the use of APW ground-based safety tools | | by:31/12/2016 |
| BHANSA | - | 0% | Not yet planned |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N - |
| 2 | Training for the concerned personnel is ongoing | 40% | N - |
| 3 | Training for the concerned personnel has been completed | 50% | N - |
| ATC02.8-ASP03 | Implement the MSAW function | | by:31/12/2016 |
| BHANSA | - | 0% | Not yet planned |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N - |
| 2 | The upgrade of ground systems to support the MSAW function has been procured | 30% | N - |
| 3 | The upgrade of ground systems to support the MSAW function has been installed | 35% | N - |
| Comment: Detailed plan will be made in due course. | | | |
| 4 | The upgrade of ground systems to support the MSAW function is tested, validated and in operational use | 25% | N - |
| ATC02.8-ASP04 | Align ATCO training with the use of MSAW ground-based safety tools | | by:31/12/2016 |
| BHANSA | - | 0% | Not yet planned |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N - |
| 2 | Training for the concerned personnel is ongoing | 40% | N - |
| 3 | Training for the concerned personnel has been completed | 50% | N - |

| | | | |
|---------------|---|-----|-----------------|
| ATC02.8-ASP05 | Implement the APM function | | by:31/12/2016 |
| BHANSa | - | 0% | Not yet planned |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N |
| | | | - |
| 2 | The upgrade of ground systems to support the APM function has been procured by the ANSP | 30% | N |
| | | | - |
| 3 | The upgrade of ground systems to support the APM function has been installed | 35% | N |
| | | | - |
| 4 | The upgrade of ground systems to support the APM function is tested, validated and in operational use | 25% | N |
| | | | - |
| ATC02.8-ASP06 | Align ATCO training with the use of APM ground-based safety tools | | by:31/12/2016 |
| BHANSa | - | 0% | Not yet planned |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N |
| | | | - |
| 2 | Training for the concerned personnel is ongoing | 40% | N |
| | | | - |
| 3 | Training for the concerned personnel has been completed | 50% | N |
| | | | - |

| | | | |
|---|---|------|-----------|
| ATC02.9 | Short Term Conflict Alert (STCA) for TMAs (Outside Applicability Area) <u>Timescales:</u> - not applicable - | 100% | Completed |
| All TMAs in SARAJEVO FIR are class E, and this objective is not relevant for implementation | | | - |
| ASP (By:12/2020) | | | |
| BHANSa | | 100% | Completed |
| completed | - | | - |
| ATC02.9-ASP01 | Implement the STCA function in TMA | | by:- |
| BHANSa | - | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y |
| | | | - |
| 2 | The upgrade of ground systems to support the STCA function in TMA has been procured by the ANSP | 30% | Y |
| | | | - |
| 3 | The upgrade of ground systems to support the STCA function in TMA has been tested & validated by the ANSP | 35% | Y |
| | | | - |
| 4 | The upgrade of ground systems to support the STCA function in TMA has been deployed & available for operational use by the ANSP | 25% | Y |
| | | | - |
| ATC02.9-ASP02 | Improve the STCA functionality | | by:- |
| BHANSa | - | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y |
| | | | - |
| 2 | System/Function procured | 30% | Y |
| | | | - |
| 3 | System/Function tested & validated | 35% | Y |
| | | | - |
| 4 | System/Function deployed & available for operational use | 25% | Y |
| | | | - |
| ATC02.9-ASP03 | Develop and implement ATC procedures related to the use of STCA in TMA | | by:- |
| BHANSa | - | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y |
| | | | - |
| 2 | Procedures for the use of STCA function in TMA drafted | 30% | Y |
| | | | - |
| 3 | Procedures for the use of STCA function in TMA agreed, tested and validated | 35% | Y |
| | | | - |
| 4 | Procedures for the use of STCA function in TMA implemented, i.e. in operational use | 25% | Y |
| | | | - |
| ATC02.9-ASP04 | Align ATCO training with the use of STCA in TMA | | by:- |
| BHANSa | - | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y |
| | | | - |
| 2 | The training plans and training packages for the use of STCA function in TMA have been drafted by the ANSP | 10% | Y |
| | | | - |
| 3 | The training plans and training packages for the use of STCA function in TMA have been approved/released by the ANSP | 20% | Y |
| | | | - |
| 4 | Training for the concerned personnel is ongoing | 40% | Y |
| | | | - |
| 5 | Training for the concerned personnel has been completed | 20% | Y |
| | | | - |

| | | | |
|---------------|---|-------------|------------------|
| ATC02.9-ASP05 | Develop a local safety assessment | | by:- |
| BHANSA | - | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y |
| | | | - |
| 2 | Local safety assessment has been drafted | 30% | Y |
| | | | - |
| 3 | Local safety assessment has been submitted to the NSA | 60% | Y |
| | | | - |

| | | | |
|--|--|-----|----------------|
| ATC07.1 | AMAN Tools and Procedures <u>Timescales:</u> - not applicable - | % | Not Applicable |
| Links to OI Steps: TS-0102 Links to ICAO ASBUs: B0-RSEQ Links to DP Families: 1.1.1 - Basic AMAN | | | |
| LQSA - Sarajevo Airport (Outside Applicability Area) | | | |
| Bosnia and Herzegovina is outside the applicability area. At this stage there is no plan to implement arrival tools. The main complexity with Sarajevo airport is the interaction between arrival and departure traffic flows. There is no operational justification for the implementation of this objective. | | | - |
| ASP (By:12/2019) | | | |
| BHANSa | | % | Not Applicable |
| At this stage there is no plan to implement arrival tools. The main complexity with Sarajevo airport is the interaction between arrival and departure traffic flows. There is no operational justification for the implementation of this objective. | | | - |
| ATC07.1-ASP01 | Implement initial basic arrival management tools | | by:- |
| BHANSa | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | NA |
| | | | - |
| 2 | System/Function procured | 30% | NA |
| | | | - |
| 3 | System/Function installed | 60% | NA |
| | | | - |
| ATC07.1-ASP02 | Implement initial basic AMAN procedures | | by:- |
| BHANSa | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | NA |
| | | | - |
| 2 | Procedures for operational use of basic AMAN tools drafted | 30% | NA |
| | | | - |
| 3 | Procedures agreed, tested & validated | 35% | NA |
| | | | - |
| 4 | Procedures implemented, i.e. basic AMAN tools in operational use | 25% | NA |
| | | | - |
| ATC07.1-ASP03 | Adapt TMA organisation to accommodate use of basic AMAN | | by:- |
| BHANSa | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | NA |
| | | | - |
| 2 | Adaptation of TMA organisation is drafted | 30% | NA |
| | | | - |
| 3 | Adaptation of TMA organisation is agreed, tested and validated | 35% | NA |
| | | | - |
| 4 | Adaptation of TMA organisation is implemented so that it can accommodate the operational use of basic AMAN | 25% | NA |
| | | | - |
| ATC07.1-ASP04 | Adapt ground ATC systems to support basic AMAN functions | | by:- |
| BHANSa | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | NA |
| | | | - |
| 2 | New ATC System compliant to basic AMAN tool procured, or existing system adapted accordingly | 30% | NA |
| | | | - |
| 3 | New or adapted ATC System tested & validated | 35% | NA |
| | | | - |
| 4 | New or adapted ATC System deployed & available for operational use | 25% | NA |
| | | | - |

| | | | |
|--|--|------|-----------------|
| ATC12.1 | Automated Support for Conflict Detection, Resolution Support Information and Conformance Monitoring <u>Timescales:</u> Initial operational capability: 01/01/2015 Full operational capability: 31/12/2021 | 63% | Ongoing |
| Links to OI Steps: CM-0202, CM-0203, CM-0205, CM-0207-A Links to ICAO ASBUs: B1-FRTO Links to DP Families: 3.2.1 - Upgrade of ATM systems (NM, ANSPs, AUs) to support Direct Routings (DCTs) and Free Routing Airspace (FRA) | | | |
| According to plans, FDPS system is expected to be updated by 2019, and MTCD function is one of the requirement | | | 25/04/2021 |
| ASP (By:12/2021) | | | |
| BHANSa | | 63% | Ongoing |
| According to plans, FDPS system is expected to be updated by 2019, and MTCD function is one of the requirement | | | 25/04/2021 |
| ATC12.1-ASP01 | Implement MTCD and associated procedures | | by:31/12/2021 |
| BHANSa | - | 100% | Completed |
| Comment: Implemented | | | |
| 1 | Project/task to implement MTCD and resolution support functions has been kicked off | 10% | Y 31/12/2019 |
| Comment: Planned | | | |
| 2 | MTCD have been procured | 30% | Y 31/12/2019 |
| Comment: Planned | | | |
| 3 | MTCD have been installed, tested, validated and ready for operational use | 35% | Y 31/12/2019 |
| Comment: Planned | | | |
| 4 | MTCD are used operationally | 25% | Y 31/12/2019 |
| ATC12.1-ASP02 | Implement resolution support function and associated procedures | | by:31/12/2021 |
| BHANSa | - | 40% | Ongoing |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y 09/05/2018 |
| Comment: Contract signed about ATM system upgrade | | | |
| 2 | New/upgraded ATM system supporting resolution support function in the context of MTCD procured | 30% | Y 08/05/2018 |
| Comment: Contract signed about ATM system upgrade | | | |
| 3 | New/upgraded ATM system supporting resolution support function in the context of MTCD are tested, validated and in operational use | 35% | N 25/04/2021 |
| 4 | Procedures implementing resolution support function in the context of MTCD used operationally | 25% | N 25/04/2021 |
| ATC12.1-ASP03 | Implement TCT and associated procedures | | by:31/12/2021 |
| BHANSa | - | 0% | Not yet planned |
| 1 | Project/task to implement TCT and resolution support functions has been kicked off | 10% | N - |
| 2 | TCT have been procured | 30% | N - |
| 3 | TCT have been installed, tested, validated and ready for operational use | 35% | N - |
| Comment: | | | |
| 4 | TCT related procedures are used operationally | 25% | N - |

| | | | |
|---------------|--|------|-----------------|
| ATC12.1-ASP04 | Implement MONA functions | | by:31/12/2021 |
| BHANSA | - | 40% | Ongoing |
| Comment: | According to plans, FDPS system is expected to be updated by 2019, and MTCD function is one of the requirement | | |
| 1 | Project/task to implement MONA tool and related functions has been kicked off | 10% | Y 09/05/2018 |
| Comment: | Contract signed about ATM system upgrade | | |
| 2 | MONA tool and related functions have been procured | 30% | Y 09/05/2018 |
| Comment: | Contract signed about ATM system upgrade | | |
| 3 | MONA tool and related functions have been installed, tested, validated and ready for operational use | 35% | N 25/04/2021 |
| 4 | MONA tool and related functions are used operationally | 25% | N 25/04/2021 |
| ATC12.1-ASP05 | Perform ATCO training for the use of CDT (MTCD and or TCT), resolution support and MONA related functions | | by:31/12/2021 |
| BHANSA | - | 100% | Completed |
| Comment: | According to plans, FDPS system is expected to be updated by 2019, and MTCD function is one of the requirement | | |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y 25/04/2019 |
| 2 | Training ongoing | 40% | Y 25/04/2019 |
| 3 | Training completed | 50% | Y 25/04/2019 |
| ATC12.1-ASP06 | Develop safety assessment for the changes | | by:31/12/2021 |
| BHANSA | - | 100% | Completed |
| Comment: | According to plans, FDPS system is expected to be updated by 2019, and MTCD function is one of the requirement | | |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y 31/10/2018 |
| Comment: | FHA sent to BHCDA in October 2018.SSA and PSSA will be sent in February 2019 | | |
| 2 | Safety assessment drafted | 40% | Y 31/10/2018 |
| 3 | Safety assessment delivered to the competent authority | 50% | Y 28/02/2019 |
| Comment: | FHA sent to BHCDA in October 2018.SSA and PSSA will be sent in February 2019 | | |

| | | | |
|---|---|-----|-----------------|
| ATC15.1 | Information Exchange with En-route in Support of AMAN <u>Timescales:</u> Initial operational capability: 01/01/2012 Full operational capability: 31/12/2019 | 0% | Not yet planned |
| Links to OI Steps: TS-0305 Links to ICAO ASBUs: B1-RSEQ Links to DP Families: 1.1.2 - AMAN Upgrade to include Extended Horizon function | | | |
| No plan at present due to lack of needs from adjacent ATSUs. | | | - |
| ASP (By:12/2019) | | | |
| BHANSa | | 0% | Not yet planned |
| No plan at present due to lack of needs from adjacent ATSUs. Its possible implementation will be periodically assessed | | | - |
| ATC15.1-ASP01 | Develop safety assessment for the changes | | by:31/12/2019 |
| BHANSa | - | 0% | Not yet planned |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N |
| | | | - |
| 2 | Safety assessment drafted | 40% | N |
| | | | - |
| 3 | Safety assessment delivered to the competent authority | 50% | N |
| | | | - |
| ATC15.1-ASP02 | Adapt the ATC systems that will implement arrival management functionality in En-Route sectors in support of AMAN operations in adjacent/subjacent TMAs | | by:31/12/2019 |
| BHANSa | - | 0% | Not yet planned |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N |
| | | | - |
| 2 | AMAN function compliant to the use in En-Route developed/procured | 30% | N |
| | | | - |
| 3 | AMAN function compliant to the use in En-Route installed | 60% | N |
| | | | - |
| ATC15.1-ASP03 | Implement ATC procedures in En-Route airspace/sectors that will implement AMAN information and functionality | | by:31/12/2019 |
| BHANSa | - | 0% | Not yet planned |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N |
| | | | - |
| 2 | Procedures for the use of AMAN function in En-Route drafted | 30% | N |
| | | | - |
| 3 | Procedures for the use of AMAN function agreed, tested & validated | 35% | N |
| | | | - |
| 4 | Procedures for the use of AMAN function implemented, i.e. in operational use | 25% | N |
| | | | - |
| Comment: | | | |
| ATC15.1-ASP04 | Train operational and technical staff and update Training Plans | | by:31/12/2019 |
| BHANSa | - | 0% | Not yet planned |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N |
| | | | - |
| 2 | Training ongoing | 40% | N |
| | | | - |
| 3 | Training completed | 50% | N |
| | | | - |
| Comment: | | | |

| | | | |
|---|--|-----------|------------------------|
| ATC15.2 | Arrival Management Extended to En-route Airspace <u>Timescales:</u> Full operational capability: 31/12/2023 | 0% | Not yet planned |
| Links to OI Steps: TS-0305-A [E] Links to ICAO ASBUs: B1-RSEQ Links to DP Families: 1.1.2 - AMAN Upgrade to include Extended Horizon function | | | |
| No plan at present due to lack of needs from adjacent ATSUs. | | | - |
| ASP (By:12/2023) | | | |
| BHANSa | | 0% | Not yet planned |
| not yet planned | | - | - |
| 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 |
| | | | - |
| 2 | New/upgraded ATC systems supporting extended AMAN procured | 30% | N |
| | | | - |
| 3 | New/upgraded ATC systems supporting extended AMAN installed | 60% | N |
| | | | - |
| 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 |
| | | | - |
| 2 | Procedures to support extended AMAN drafted | 30% | N |
| | | | - |
| 3 | Procedures to support extended AMAN agreed, tested & validated | 35% | N |
| | | | - |
| 4 | Procedures to support extended AMAN implemented | 25% | N |
| | | | - |
| 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 |
| | | | - |
| 2 | Safety Assessment drafted | 30% | N |
| | | | - |
| 3 | Safety Assessment delivered to the competent authority | 60% | N |
| | | | - |
| ATC15.2-ASP04 | Establish Bilateral agreements | | by:- |
| BHANSa | - | 0% | Not yet planned |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N |
| | | | - |
| 2 | Bilateral arrangements (LoA or MoU) with concerned neighbouring ACCs drafted | 30% | N |
| | | | - |
| 3 | Bilateral arrangements (LoA or MoU) with concerned neighbouring ACCs signed | 60% | N |
| | | | - |
| ATC15.2-ASP05 | Ensure that all operational personnel concerned is adequately trained | | by:- |
| BHANSa | - | 0% | Not yet planned |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N |
| | | | - |
| 2 | Training ongoing | 40% | N |
| | | | - |
| 3 | Training completed | 50% | N |
| | | | - |

| | | | |
|---|--|------|-----------------|
| ATC16 | Implement ACAS II compliant with TCAS II change 7.1 <u>Timescales:</u> Initial operational capability: 01/03/2012 Full operational capability: 31/12/2015 | 100% | Completed |
| Links to Enablers: PRO-AC-21 Links to ICAO ASBUs: B0-ACAS | | | |
| The performance monitoring of ACAS in the ATC environment is part of the incident occurrence reporting, investigation and analysis process established by BHANSA. | | | 31/12/2018 |
| REG (By:12/2015) | | | |
| BHDCA | | 100% | Completed |
| EU regulation 1332/2011 is not transposed in B&H legislation, not implemented in Bosnia and Herzegovina yet. | | - | 31/12/2018 |
| ATC16-REG01 | Supervise compliance with regulatory provisions | | by:31/12/2015 |
| BHDCA | - | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y 31/12/2018 |
| 2 | Ensure that all concerned aircraft in the State of Registry under its oversight are equipped with certified ACAS II equipment | 30% | Y 31/12/2018 |
| 3 | Ensure that these ACAS II equipment have received airworthiness certificate, in compliance with applicable EASA certification material | 30% | Y 31/12/2018 |
| 4 | Ensure that all concerned aircraft operators in the State of Registry under its oversight have received an operational approval in compliance with applicable EASA material | 30% | Y 31/12/2018 |
| Comment: The evidence on the status of compliance not established on state level. | | | |
| ATC16-REG02 | Provide airworthiness certification | | by:31/12/2015 |
| BHDCA | - | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y 31/12/2018 |
| 2 | Provide percentage of aircraft in the State of Registry under its responsibility having received airworthiness certification for ACAS II (TCAS 7.1) (use the overwrite percentage box) | 90% | Y 31/12/2018 |
| Comment: Airworthiness certification not provided due there is no aircraft in the BH registry. | | | |
| ATC16-REG03 | Deliver operational approval for ACAS II version 7.1 equipped aircraft | | by:31/12/2015 |
| BHDCA | - | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y 31/12/2018 |
| 2 | Provide percentage of applicable aircraft having received operational approval for ACAS II version 7.1 (use the overwrite percentage box) | 90% | Y 31/12/2018 |
| ASP (By:03/2012) | | | |
| BHANSA | | 100% | Completed |
| The performance monitoring of ACAS in the ATC environment is part of the incident occurrence reporting, investigation and analysis process established. | | - | 31/12/2017 |
| ATC16-ASP01 | Train controllers | | by:01/03/2012 |
| BHANSA | - | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y 31/12/2017 |
| 2 | Training ongoing | 40% | Y 31/12/2017 |
| 3 | Training completed | 50% | Y 31/12/2017 |

| | | | |
|-------------------------|---|----------|-----------------------|
| ATC16-ASP02 | Establish ACAS II (TCAS II version 7.1) performance monitoring | | by:01/03/2012 |
| BHANSa | - | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y 31/12/2017 |
| 2 | System/upgrade procured, if necessary | 30% | Y 31/12/2017 |
| 3 | Procedures for implementing a monitoring system of the performance of ACAS in the ATC environment, by means of regular incident occurrence reporting, investigation and analysis, have been drafted | 35% | Y 31/12/2017 |
| 4 | Procedures/system for monitoring the performance of ACAS in the ATC environment, by means of regular incident occurrence reporting, investigation and analysis, are in use | 25% | Y 31/12/2017 |
| MIL (By:12/2015) | | | |
| Mil. Authority | | % | Not Applicable |
| n/a | | - | - |
| ATC16-MIL01 | Equip and put into service transport-type aircraft with ACAS II (TCAS II version 7.1) capability | | by:31/12/2015 |
| Mil. Authority | | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N - |
| 2 | Provide percentage of applicable service transport-type aircraft equipped with ACAS II (TCAS 7.1) (use the overwrite percentage box) | 90% | N - |
| ATC16-MIL02 | Train aircrews of tactical aircraft (not ACAS II equipped) | | by:31/03/2012 |
| Mil. Authority | | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N - |
| 2 | Training ongoing | 40% | N - |
| 3 | Training completed | 50% | N - |

| | | | |
|---|---|------|-----------------|
| ATC17 | Electronic Dialogue as Automated Assistance to Controller during Coordination and Transfer <u>Timescales:</u> Initial operational capability: 01/01/2013 Full operational capability: 31/12/2018 | 100% | Completed |
| Links to OI Steps: CM-0201 Links to DP Families: 3.2.1 - Upgrade of ATM systems (NM, ANSPs, AUs) to support Direct Routings (DCTs) and Free Routing Airspace (FRA) | | | |
| OLDI function is implemented in the ATC system, supporting electronic coordination and transfer | | | 13/11/2014 |
| ASP (By:12/2018) | | | |
| BHANSa | | 100% | Completed |
| OLDI function is implemented in the ATC system, supporting electronic coordination and transfer | | - | 13/11/2014 |
| ATC17-ASP01 | Develop safety assessment for the changes | | by:31/12/2018 |
| BHANSa | - | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y 07/04/2009 |
| 2 | Safety assessment drafted | 30% | Y 13/11/2014 |
| 3 | Safety assessment delivered to the competent authority | 60% | Y 13/11/2014 |
| Comment: | | | |
| ATC17-ASP02 | Upgrade and put into service ATC system to support the Basic procedure (specifically PAC and COD) | | by:31/12/2018 |
| BHANSa | BH ACC | 100% | Completed |
| 1 | Project/task to implement ATC System to support OLDI Basic Procedures (specifically PAC and COD) has been kicked off | 10% | Y 07/04/2009 |
| 2 | ATC System to support OLDI Basic Procedures (specifically PAC and COD) has been procured | 30% | Y 13/11/2014 |
| 3 | ATC System to support OLDI Basic Procedures (specifically PAC and COD) has been installed | 35% | Y 13/11/2014 |
| 4 | ATC System to support Basic Procedures (specifically PAC and COD) is used operationally | 25% | Y 13/11/2014 |
| ATC17-ASP03 | Upgrade and put into service ATC system to support electronic dialogue procedure in Transfer of communication process | | by:31/12/2018 |
| BHANSa | BH ACC | 100% | Completed |
| 1 | Project/task to implement ATC System to support electronic dialogue procedure in Transfer of communication process (ROF, COF, TIM, HOP, MAS and SDM) has been kicked off | 10% | Y 07/04/2009 |
| 2 | ATC System to support electronic dialogue procedure in Transfer of communication process (ROF, COF, TIM, HOP, MAS and SDM) has been procured | 30% | Y 13/11/2014 |
| 3 | ATC System to support electronic dialogue procedure in Transfer of communication process (ROF, COF, TIM, HOP, MAS and SDM) have been installed | 35% | Y 13/11/2014 |
| 4 | ATC System to support electronic dialogue procedure in Transfer of communication process (ROF, COF, TIM, HOP, MAS and SDM) is used operationally | 25% | Y 13/11/2014 |

| | | | |
|---------------|---|-------------|------------------|
| ATC17-ASP04 | Upgrade and put into service ATC system to support electronic dialogue procedure in Coordination process | | by:31/12/2018 |
| BHANSA | BH ACC | 100% | Completed |
| 1 | Project/task to implement ATC System to support electronic dialogue procedure in coordination process (RAP, RRV, CDN, ACP, RJC and SBY) has been kicked off | 10% | Y 07/04/2009 |
| 2 | ATC System to support electronic dialogue procedure in coordination process (RAP, RRV, CDN, ACP, RJC and SBY) have been procured | 30% | Y 13/11/2014 |
| 3 | ATC System to support electronic dialogue procedure in coordination process (RAP, RRV, CDN, ACP, RJC and SBY) have been installed | 35% | Y 13/11/2014 |
| 4 | ATC System to support electronic dialogue procedure in coordination process (RAP, RRV, CDN, ACP, RJC and SBY) is used operationally | 25% | Y 13/11/2014 |
| ATC17-ASP05 | Train ATC staff for applying electronic dialogue procedure | | by:31/12/2018 |
| BHANSA | - | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y 07/04/2009 |
| 2 | Training ongoing | 40% | Y 13/11/2014 |
| 3 | Training completed | 50% | Y 13/11/2014 |
| Comment: | The training plans have been updated and a training package has been developed by the ANSP for the use of electronic dialogue procedure. | | |

| | | | |
|----------------|---|---|----------------|
| ATC18 | Multi-Sector Planning En-route - 1P2T <i><u>Applicability and timescale: Local</u></i> | % | Not Applicable |
| not applicable | | | 25/04/2019 |

| | | | |
|----------------|--|---|----------------|
| ATC19 | Enhanced AMAN-DMAN integration <i><u>Applicability and timescale: Local</u></i> | % | Not Applicable |
| not applicable | | | - |

| | | | |
|----------------|---|---|----------------|
| ATC20 | Enhanced STCA with down-linked parameters via Mode S EHS <i>Applicability and timescale: Local</i> | % | Not Applicable |
| not applicable | | | - |

| | | | |
|--------------------------------------|---|----------------|------------------------|
| COM10 | Migrate from AFTN to AMHS <u>Timescales:</u> Initial operational capability: 01/12/2011 Full operational capability: 31/12/2018 | 47% | Late |
| Links to Enablers: CTE-C06c | | | |
| Will be completed in Q2 2020. | | | 05/03/2020 |
| ASP (By:12/2018) | | | |
| BHANSA | | 47% | Late |
| Will be completed in Q2 2020 | | New AMHS | 05/03/2020 |
| COM10-ASP01 | Implement AMHS capability (Basic ATSMHS) and gateway facilities to AFTN | | by:31/12/2011 |
| BHANSA | - | 75% | Late |
| 1 | Project/task to upgrade the existing COM centres to provide basic AMHS capability has been kicked off | 10% | Y 31/12/2019 |
| 2 | Basic AMHS functions procured | 30% | Y 31/12/2019 |
| 3 | Basic AMHS functions installed | 35% | Y 31/12/2019 |
| 4 | Basic AMHS functions tested, validated & in operational use | 25% | N 05/03/2020 |
| Comment: in progress | | | |
| COM10-ASP02 | Implement regional boundary gateways | | by:31/12/2011 |
| BHANSA | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | NA - |
| 2 | Interfaces to non-European AFTN and to AMHS network outside the EUR Region procured | 30% | NA - |
| 3 | Interfaces to non-European AFTN and to AMHS network outside the EUR Region installed | 35% | NA - |
| 4 | Interfaces to non-European AFTN and to AMHS network outside the EUR Region tested, validated & in operational use | 25% | NA - |
| COM10-ASP03 | Enhance AMHS capability (Extended ATSMHS) | | by:31/12/2018 |
| BHANSA | - | 0% | Not yet planned |
| 1 | Project/task for enhancing AMHS capability has kicked off | 10% | N - |
| Comment: Not Planned | | | |
| 2 | Extended AMHS functions procured | 30% | N - |
| Comment: Not Planned | | | |
| 3 | Extended AMHS functions installed | 35% | N - |
| Comment: Not Planned | | | |
| 4 | Extended AMHS functions tested, validated & in operational use | 25% | N - |
| Comment: Not Planned | | | |
| COM10-ASP04 | Ensure the conformity of AMHS systems and associated procedures | | by:31/12/2018 |
| BHANSA | - | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y 15/09/2019 |
| 2 | AMHS systems conformity documentation and associated procedures drafted | 30% | Y 01/10/2019 |
| 3 | AMHS declaration of verification is submitted to NSA | 60% | Y 15/10/2019 |

| | | | |
|--|--|-----|---------------|
| COM10-ASP05 | Organise personnel awareness and training | | by:31/12/2018 |
| BHANSA | - | 50% | Late |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y |
| | | | 15/09/2019 |
| 2 | Training of personnel ongoing | 40% | Y |
| | | | 15/01/2020 |
| 3 | Training of personnel completed | 50% | N |
| | | | - |
| Comment: LA#0 Operational personal trained | | | |
| COM10-ASP06 | Participate in AMC activities for ATS Messaging Management | | by:31/12/2018 |
| BHANSA | - | 10% | Late |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y |
| | | | 01/10/2019 |
| 2 | AMC Procedures for Cooperating COM Centres (CCC) operators have been implemented as defined in the ATS Messaging Management Manual | 90% | N |
| | | | 05/03/2020 |

| | | | |
|--|---|-----|-----------------|
| COM11.1 | Voice over Internet Protocol (VoIP) in En-Route Timescales: Initial operational capability: 01/01/2013 Full operational capability: 31/12/2021 | 0% | Planned |
| Links to DP Families: 3.1.4 - Management of dynamic airspace configurations, 3.2.1 - Upgrade of ATM systems (NM, ANSPs, AUs) to support Direct Routings (DCTs) and Free Routing Airspace (FRA) | | | |
| New VCS system being commissioned may support future implementation of VoIP technology BHANSAs plans to partly implement VoIP ground-ground communication by the end of 2020. | | | 31/12/2020 |
| ASP (By:12/2021) | | | |
| BHANSAs | | 0% | Planned |
| New VCS system being commissioned may support future implementation of VoIP technology BHANSAs plans to partly implement VoIP ground-ground communication by the end of 2020. | New Radio Stations (APP) / New Radio stations and sites (ACC) / New VCS (ACC) / New VCS (APP) | | 31/12/2020 |
| COM11.1-ASP01 | Develop safety assessment for the changes | | by:31/12/2021 |
| BHANSAs | - | 0% | Planned |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N 31/12/2020 |
| Comment: | Not Started | | |
| 2 | Safety assessment conducted and relevant documentation drafted | 30% | N 31/12/2020 |
| Comment: | planned | | |
| 3 | Safety assessment documentation approved and submitted to NSA | 60% | N 31/12/2020 |
| Comment: | planned | | |
| COM11.1-ASP03 | Upgrade and put into service Voice Communication Systems to support VoIP inter-centre telephony | | by:31/12/2021 |
| BHANSAs | - | 0% | Planned |
| 1 | Project/task for upgrading or buying a new VCS to support VoIP inter-centre telephony has kicked off | 10% | N 31/12/2020 |
| Comment: | planned | | |
| 2 | Upgrade or new Voice Communication System procured | 30% | N 31/12/2020 |
| Comment: | planned | | |
| 3 | Upgrade or new Voice Communication System installed | 35% | N 31/12/2020 |
| Comment: | planned | | |
| 4 | Upgrade or new Voice communication system tested, validated & in operation use | 25% | N 31/12/2020 |
| Comment: | planned | | |

| | | | |
|---------------|--|-----------|-----------------|
| COM11.1-ASP04 | Upgrade and put into service Voice Communication Systems to support VoIP links to the ground radio stations | | by:31/12/2021 |
| BHANSA | - | 0% | Planned |
| 1 | Project/task for upgrading or buying a new VCS to support VoIP links to the ground radio stations has kicked off | 10% | N 31/12/2020 |
| Comment: | planned | | |
| 2 | Upgrade or new Voice Communication System procured | 30% | N 31/12/2020 |
| Comment: | planned | | |
| 3 | Voice Communication System installed | 35% | N 31/12/2020 |
| Comment: | planned | | |
| 4 | Voice communication system tested, validated & in operation use | 25% | N 31/12/2020 |
| Comment: | planned | | |

| | | | |
|---------------------------------------|--|-----|-----------------|
| COM11.2 | Voice over Internet Protocol (VoIP) in Airport/Terminal <u>Timescales:</u> Initial operational capability: 01/01/2013 Full operational capability: 31/12/2023 | 0% | Not yet planned |
| Links to Enablers: CTE-C05a, CTE-C05b | | | |
| - | | | |
| ASP (By:12/2023) | | | |
| BHANSa | | 0% | Not yet planned |
| not yet planned | | - | - |
| COM11.2-ASP01 | Develop safety assessment for the changes | | by:31/12/2023 |
| BHANSa | - | 0% | Not yet planned |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N |
| | | | - |
| 2 | Document drafted | 30% | N |
| | | | - |
| 3 | Document approved/released | 60% | N |
| | | | - |
| COM11.2-ASP03 | Upgrade and put into service Voice Communication Systems to support VoIP inter-centre telephony | | by:31/12/2023 |
| BHANSa | - | 0% | Not yet planned |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N |
| | | | - |
| 2 | System/Function procured | 30% | N |
| | | | - |
| 3 | System/Function tested & validated | 35% | N |
| | | | - |
| 4 | System/Function deployed & available for operational use | 25% | N |
| | | | - |
| COM11.2-ASP04 | Upgrade and put into service Voice Communication Systems to support VoIP links to the ground radio stations | | by:31/12/2023 |
| BHANSa | - | 0% | Not yet planned |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N |
| | | | - |
| 2 | System/Function procured | 30% | N |
| | | | - |
| 3 | System/Function tested & validated | 35% | N |
| | | | - |
| 4 | System/Function deployed & available for operational use | 25% | N |
| | | | - |

| | | | | |
|--|---|-----|-----------------|-----------------|
| COM12 | New Pan-European Network Service (NewPENS) <u>Timescales:</u> Initial operational capability: 01/01/2018 Full operational capability (33 ANSPs): 31/12/2020 | | 0% | Not yet planned |
| | Links to Enablers: CTE-C06b Links to ICAO ASBUs: B1-SWIM Links to DP Families: 5.1.2 - NewPENS: New Pan-European Network Service, 5.2.1 - Stakeholders Internet Protocol Compliance | | | |
| | BHANSA has no plan for implementation at the moment. | | | - |
| | ASP (By:12/2024) | | | |
| BHANSA | | 0% | Not yet planned | |
| BHANSA has no plan 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 kicked off | 10% | N - | |
| 2 | NewPENS connectivity infrastructure is procured | 30% | N - | |
| 3 | NewPENS connectivity infrastructure is installed | 35% | N - | |
| 4 | NewPENS connectivity infrastructure is tested, validated & available for use | 25% | N - | |
| COM12-ASP02 | Migrate to NewPENS | | by:31/12/2020 | |
| BHANSA | - | 0% | Missing Data | |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N - | |
| 2 | Migration Plan to NewPENS developed | 30% | N - | |
| 3 | Migration to NewPENS ongoing | 35% | N - | |
| 4 | Migration to NewPENS completed | 25% | N - | |
| APO (By:12/2024) | | | | |
| SARAJEVO Airport | | 0% | Not yet planned | |
| Provjeri sa ostalim, logika je NewPENS ili public Internet. Pogledaj cilj! | | - | - | |
| COM12-APO01 | Migrate to NewPENS, if deemed beneficial | | by:31/12/2024 | |
| SARAJEVO Airport | - | 0% | Not yet planned | |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N - | |
| 2 | Migration Plan to NewPENS developed | 30% | N - | |
| 3 | Migration to NewPENS ongoing | 35% | N - | |
| 4 | Migration to NewPENS completed | 25% | N - | |

| | | | |
|--|---|-----|-----------------|
| ENV01 | Continuous Descent Operations (CDO) <u>Timescales:</u> Initial operational capability: 01/07/2007 Full operational capability: 31/12/2023 | 0% | Not yet planned |
| Links to OI Steps: AOM-0701, AOM-0702-A Links to ICAO ASBUs: B0-CDO, B1-CDO | | | |
| LQSA - Sarajevo Airport | | | |
| Initial CDO implementation activities took place back to 2013. There is at the moment no further plan to develop and finalize CDO implementation at Sarajevo airport. Airspace constraints are also limiting to scope of CDO operations. | | | - |
| ASP (By:12/2023) | | | |
| BHANSa | | 0% | Not yet planned |
| There is at the moment no further plan to develop and finalize CDO implementation at Sarajevo airport. Airspace constraints are also limiting to scope of CDO operations. | | | - |
| ENV01-ASP01 | Implement rules and procedures for the application of CDO techniques | | by:31/12/2023 |
| BHANSa | - | 0% | Not yet planned |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N |
| | | | - |
| 2 | CDO Rules & Procedures have been drafted | 30% | N |
| | | | - |
| 3 | CDO Rules & Procedures have been tested & validated | 35% | N |
| | | | - |
| 4 | CDO Rules & Procedures have been published in the local/State AIP | 25% | N |
| | | | - |
| ENV01-ASP02 | Design and implement CDO procedures enabled by PBN | | by:31/12/2023 |
| BHANSa | - | 0% | Not yet planned |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N |
| | | | - |
| 2 | CDO Procedures enabled by PBN developed | 30% | N |
| | | | - |
| 3 | CDO Procedures enabled by PBN tested & validated | 35% | N |
| | | | - |
| 4 | CDO Procedures enabled by PBN published in AIP | 25% | N |
| | | | - |
| ENV01-ASP03 | Train controllers in the application of CDO techniques whenever practicable | | by:31/12/2023 |
| BHANSa | - | 0% | Not yet planned |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N |
| | | | - |
| Comment: | no plan | | |
| 2 | The training of Air traffic Controllers on the application of CDO techniques is ongoing | 40% | N |
| | | | - |
| Comment: | no plan | | |
| 3 | The training of Air traffic Controllers on the application of CDO techniques has been completed | 50% | N |
| | | | - |
| Comment: | no plan | | |

| | | | |
|-------------------------|---|-----------|------------------------|
| ENV01-ASP04 | Monitor and measure the execution of CDO | | by:31/12/2023 |
| BHANSA | - | 0% | Not yet planned |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N |
| | | | - |
| 2 | Procedures for monitoring and measurement of CDO execution drafted | 30% | N |
| | | | - |
| 3 | Procedures for monitoring and measurement of CDO execution tested & validated | 35% | N |
| | | | - |
| 4 | Procedures for monitoring and measurement of CDO execution in operational use | 25% | N |
| | | | - |
| 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 |
| | | | - |
| 3 | A monitoring and performance measurement process, including a feedback process to the ANSP and users has been established | 25% | N |
| | | | - |
| 4 | A main link with the local community, including information sessions is available | 25% | N |
| | | | - |

| | | | |
|-------------------------|---|----|-----------------|
| ENV02 | Airport Collaborative Environmental Management <i>Applicability and timescale: Local</i> | 0% | Not yet planned |
| LQSA - Sarajevo Airport | | | |
| not yet planned | | | - |

| | | | |
|-------------------------|--|----|-----------------|
| ENV03 | Continuous Climb Operations (CCO) <i>Applicability and timescale: Local</i> | 0% | Not yet planned |
| LQSA - Sarajevo Airport | | | |
| not yet planned | | | - |

| | | | |
|--|---|------|-----------------|
| FCM01 | Implement enhanced tactical flow management services <u>Timescales:</u> Initial operational capability: 01/08/2001 Full operational capability: 31/12/2006 | 77% | Late |
| Links to OI Steps: IS-0102 Links to ICAO ASBUs: B0-NOPS | | | |
| Planned by end of 2021. | | | 31/12/2021 |
| ASP (By:07/2014) | | | |
| BHANSa | | 77% | Late |
| Planned by end 2021 | | - | 31/12/2021 |
| FCM01-ASP01 | Supply ETFMS with Basic Correlated Position Data | | by:31/12/2004 |
| BHANSa | BH ACC | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y 31/12/2018 |
| 2 | System/upgrade procured | 30% | Y 31/12/2018 |
| 3 | ATC system is capable of automatically supplying ETFMS with Basic Correlated Position Data | 35% | Y 31/12/2018 |
| 4 | Reception by NM of Basic Correlated Position Data has been ensured | 25% | Y 31/12/2018 |
| FCM01-ASP02 | Supply ETFMS with Standard Correlated Position Data | | by:31/12/2006 |
| BHANSa | BH ACC | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y 31/12/2018 |
| 2 | System/upgrade procured | 30% | Y 31/12/2018 |
| 3 | ATC system is capable of automatically supplying ETFMS with Standard Correlated Position Data | 35% | Y 31/12/2018 |
| 4 | Reception by NM of Standard Correlated Position Data has been ensured | 25% | Y 31/12/2018 |
| FCM01-ASP03 | Receive and process ATFM data from the NM | | by:31/12/2001 |
| BHANSa | BH ACC | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y 31/12/2018 |
| 2 | System/upgrade procured | 30% | Y 31/12/2018 |
| 3 | ATC system is capable of receiving and processing ATFM data from the NM | 35% | Y 31/12/2018 |
| Comment: System is connected and is under test phase | | | |
| 4 | Capability to receive and process ATFM data from the NM is used in operations | 25% | Y 31/12/2018 |
| FCM01-ASP04 | Inform NM of flight activations and estimates for ATFM purposes | | by:31/12/1999 |
| BHANSa | BH ACC | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y 31/12/2018 |
| 2 | System/upgrade procured | 30% | Y 31/12/2018 |
| 3 | ATC system is capable of automatically informing NM of flight activations and estimates for ATFM purposes | 35% | Y 31/12/2018 |
| Comment: Planned by end 2018, following system validation | | | |
| 4 | Reception by NM of FSA messages for flight activations and estimates for ATFM purposes has been ensured | 25% | Y 31/12/2018 |

| | | | |
|---|--|-------------|------------------|
| FCM01-ASP06 | Inform NM of re-routings inside FDPA for ATFM purposes | | by:31/12/2006 |
| BHANS | BH ACC | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y 31/12/2018 |
| 2 | System/upgrade procured | 30% | Y 31/12/2018 |
| 3 | ATC system is capable of automatically informing NM of re-routings inside FDPA for ATFM purposes | 35% | Y 31/12/2018 |
| Comment: Planned by end 2018, following system validation | | | |
| 4 | Reception by NM of FSA messages for re-routings inside FDPA for ATFM purposes has been ensured | 25% | Y 31/12/2018 |
| FCM01-ASP07 | Inform NM of aircraft holding for ATFM purposes | | by:31/12/2006 |
| BHANS | BH ACC | 40% | Late |
| Comment: Planned by end 2018, following system validation | | | |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y 31/12/2021 |
| 2 | System/upgrade procured | 30% | Y 31/12/2021 |
| 3 | ATC system is capable of automatically informing NM of aircraft holding for ATFM purposes | 35% | N 31/12/2021 |
| Comment: Planned by end 2018, following system validation | | | |
| 4 | Reception by NM of FSA messages for aircraft holding for ATFM purposes has been ensured | 25% | N 31/12/2021 |
| FCM01-ASP08 | Supply NM with Departure Planning Information (DPI) | | by:04/07/2014 |
| BHANS | BH ACC | 0% | Late |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N 31/12/2021 |
| 2 | System/upgrade procured | 30% | N 31/12/2021 |
| 3 | ATC system capable of supplying NM with Departure Planning Information (DPI) | 35% | N 31/12/2021 |
| 4 | Reception by NM of Departure Planning Information (DPI) has been ensured | 25% | N 31/12/2021 |

| | | | |
|---|---|-------------|----------------------|
| FCM03 | Collaborative Flight Planning <u>Timescales:</u> Initial operational capability: 01/01/2000 Full operational capability: 31/12/2017 | 100% | Completed |
| Links to OI Steps: IS-0102 Links to ICAO ASBUs: B0-NOPS Links to DP Families: 4.2.3 - Interface ATM systems to NM systems | | | |
| Objective implemented. | | | 01/01/2017 |
| ASP (By:12/2017) | | | |
| BHANSa | | 100% | Completed |
| Objective implemented. | | | 01/01/2017 |
| FCM03-ASP01 | Provide flight plan message processing in ICAO format | | by:31/12/1995 |
| BHANSa | BH ACC | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y 01/01/2017 |
| 2 | System/upgrade procured | 30% | Y 01/01/2017 |
| 3 | ATC system is capable of automatically processing flight plan messages in ICAO format | 35% | Y 01/01/2017 |
| 4 | Capability to automatically process flight plan messages in ICAO format is used in operation | 25% | Y 01/01/2017 |
| FCM03-ASP02 | Automatically process FPLs derived from RPLs | | by:31/12/1995 |
| BHANSa | BH ACC | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y 01/01/2017 |
| 2 | System/upgrade procured | 30% | Y 01/01/2017 |
| 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 |
| 4 | Capability to automatically process FPLs derived from RPLs is used in operations | 25% | Y 01/01/2017 |
| 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 |
| 2 | System/upgrade procured | 30% | Y 01/01/2017 |
| 3 | ATC system is able to receive and process flight plan data from IFPS in ADEXP format | 35% | Y 01/01/2017 |
| 4 | Capability to receive and process flight plan data in ADEXP format is used in operations | 25% | Y 01/01/2017 |
| FCM03-ASP04 | Processing of APL and ACH messages | | by:31/12/1999 |
| BHANSa | BH ACC | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y 01/01/2017 |
| 2 | System/upgrade procured | 30% | Y 01/01/2017 |
| 3 | ATC system capable of automatically processing real-time updates to flight plan information as provided by IFPS via APL and ACH messages | 35% | Y 01/01/2017 |
| 4 | Capability to automatically process APL and ACH messages is used in operations | 25% | Y 01/01/2017 |

| | | | |
|--------------|--|-------------|------------------|
| FCM03-ASP05 | Automatically provide AFP for missing flight plans | | by:31/12/2017 |
| BHANS | BH ACC | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y 01/01/2017 |
| 2 | System/upgrade procured | 30% | Y 01/01/2017 |
| 3 | ATC system is able to automatically generate AFP messages for missing flight plans | 35% | Y 01/01/2017 |
| 4 | Reception by NM of automatically generated AFP messages for missing flight plans has been ensured | 25% | Y 01/01/2017 |
| FCM03-ASP06 | Automatically provide AFP message for change of route | | by:31/12/2017 |
| BHANS | BH ACC | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y 01/01/2017 |
| 2 | System/upgrade procured | 30% | Y 01/01/2017 |
| 3 | ATC system is able to automatically generate AFP messages for change of route | 35% | Y 01/01/2017 |
| 4 | Reception by NM of automatically generated AFP messages for change of route has been ensured | 25% | Y 01/01/2017 |
| FCM03-ASP07 | Automatically provide AFP message for a diversion | | by:31/12/2017 |
| BHANS | BH ACC | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y 01/01/2017 |
| 2 | System/upgrade procured | 30% | Y 01/01/2017 |
| 3 | ATC system is able to automatically generate AFP messages for diversion | 35% | Y 01/01/2017 |
| 4 | Reception by NM of automatically generated AFP messages for diversion has been ensured | 25% | Y 01/01/2017 |
| FCM03-ASP08 | Automatically provide AFP message for a change of flight rules or flight type | | by:31/12/2017 |
| BHANS | BH ACC | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y 01/01/2017 |
| 2 | System/upgrade procured | 30% | Y 01/01/2017 |
| 3 | ATC system is able to automatically generate AFP messages for change of flight rules or flight type | 35% | Y 01/01/2017 |
| 4 | Reception by NM of automatically generated AFP messages for change of flight rules or flight type has been ensured | 25% | Y 01/01/2017 |
| FCM03-ASP09 | Automatically provide AFP message for a change of requested cruising level | | by:31/12/2017 |
| BHANS | BH ACC | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y 01/01/2017 |
| 2 | System/upgrade procured | 30% | Y 01/01/2017 |
| 3 | ATC system is able to automatically generate AFP messages for change of requested cruising level | 35% | Y 01/01/2017 |
| 4 | Reception by NM of automatically generated AFP messages for change of requested cruising level has been ensured | 25% | Y 01/01/2017 |

| | | | |
|---------------|---|-------------|------------------|
| FCM03-ASP13 | Automatically provide AFP message for change of aircraft type | | by:31/12/2017 |
| BHANSA | BH ACC | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y 01/01/2017 |
| 2 | System/upgrade procured | 30% | Y 01/01/2017 |
| 3 | ATC system is able to automatically generate AFP messages for change of aircraft type | 35% | Y 01/01/2017 |
| 4 | Reception by NM of automatically generated AFP messages for change of aircraft type has been ensured | 25% | Y 01/01/2017 |
| FCM03-ASP14 | Automatically provide AFP message for change of aircraft equipment | | by:31/12/2017 |
| BHANSA | BH ACC | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y 01/01/2017 |
| 2 | System/upgrade procured | 30% | Y 01/01/2017 |
| 3 | ATC system is able to automatically generate AFP messages for change of aircraft equipment | 35% | Y 01/01/2017 |
| 4 | Reception by NM of automatically generated AFP messages for change of aircraft equipment has been ensured | 25% | Y 01/01/2017 |

| | | | |
|--|---|-----|-----------------|
| FCM04.2 | Short Term ATFCM Measures (STAM) - Phase 2 <u>Timescales:</u> Full operational capability: 31/12/2021 | 5% | Ongoing |
| Links to OI Steps: DCB-0308 [E] Links to Enablers: ER APP ATC 17 Links to DP Families: 4.1.2 - STAM Phase 2 | | | |
| Initial actions have started as part of FAB CE DAM/STAM Project (ex. P3). It is likely that STAM phase 2 will be implemented with the availability of this function in the N-connect Tool, planned for implementation end of 2021. | | | 31/12/2021 |
| ASP (By:12/2021) | | | |
| BHANSA | | 5% | Ongoing |
| BHANSAs is expected to meet the objective within the targeted timeframe | | - | 31/12/2021 |
| FCM04.2-ASP01 | Develop STAM procedures and upgrade the local systems | | by:- |
| BHANSA | - | 10% | Ongoing |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y |
| | | | 31/12/2021 |
| 2 | Upgrade the local STAM systems has been procured | 30% | N |
| | | | 31/12/2021 |
| 3 | Upgrade the local STAM systems has been installed | 35% | N |
| | | | 31/12/2021 |
| 4 | Local STAM system tested, validated and in operational use | 25% | N |
| | | | 31/12/2021 |
| FCM04.2-ASP02 | Use of STAM phase 2 | | by:- |
| BHANSA | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N |
| | | | - |
| 2 | STAM phase 2 procedures agreed, tested & validated | 65% | N |
| | | | - |
| 3 | STAM phase 2 procedures are in operational use | 25% | N |
| | | | - |
| FCM04.2-ASP03 | Train the personnel | | by:- |
| BHANSA | - | 0% | Not yet planned |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N |
| | | | - |
| 2 | Training ongoing | 40% | N |
| | | | - |
| 3 | Training completed | 50% | N |
| | | | - |

| | | | |
|--|---|-----|-----------------|
| FCM05 | Interactive Rolling NOP <u>Timescales:</u> Initial operational capability: 01/09/2013 Full operational capability: 31/12/2021 | 0% | Planned |
| Links to OI Steps: DCB-0102, DCB-0103-A [E] Links to ICAO ASBUs: B1-ACDM, B1-NOPS Links to DP Families: 4.2.2 - Interactive Rolling NOP, 4.2.4 - AOP/NOP information sharing | | | |
| The elements and formats of the NOP will be established taking into account the requirements of the users. Implementation of interactive rolling NOP is planned through upgrade of the automated ASM support system with the capability of AIXM 5.1 B2B data exchange with NM and Perform an integration of the automated ASM support systems with the Network. All these projects will be fulfilled in accordance with the NM support, the guidance and the relevant provisions of the NM B2B Reference Manuals. | | | 31/12/2021 |
| ASP (By:12/2021) | | | |
| BHANSa | | 0% | Planned |
| BHANSa is expected to meet the objective within the targeted timeframe | | - | 31/12/2021 |
| FCM05-ASP04 | Develop and implement ATFCM procedures for interaction with the NOP | | by:31/12/2021 |
| BHANSa | - | 0% | Planned |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N 31/12/2021 |
| Comment: Not started | | | |
| 2 | ATFCM procedures related to interaction with the NOP drafted | 30% | N 31/12/2021 |
| Comment: Planned | | | |
| 3 | ATFCM procedures related to interaction with the NOP agreed, tested & validated | 35% | N 31/12/2021 |
| Comment: Planned | | | |
| 4 | ATFCM procedures related to interaction with the NOP implemented | 25% | N 31/12/2021 |
| Comment: Planned | | | |
| FCM05-ASP05 | Train the relevant personnel for interaction with the NOP | | by:31/12/2021 |
| BHANSa | - | 0% | Planned |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N 31/12/2021 |
| Comment: Not started | | | |
| 2 | Training ongoing | 40% | N 31/12/2021 |
| Comment: Planned | | | |
| 3 | Training completed | 50% | N 31/12/2021 |
| Comment: Planned | | | |
| APO (By:12/2021) | | | |
| SARAJEVO Airport | | 0% | Planned |
| - | | - | 31/12/2021 |
| FCM05-APO01 | Provide the required data to the Network Manager for DDR | | by:31/12/2017 |
| SARAJEVO Airport | - | 0% | Late |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N 31/12/2021 |
| 2 | Airport slot information provided to DDR | 90% | N 31/12/2021 |

| | | | |
|------------------|--|-----|-----------------|
| FCM05-APO02 | Perform the integration of the AOP with the NOP | | by:31/12/2021 |
| SARAJEVO Airport | - | 0% | Planned |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N 31/12/2021 |
| 2 | System allowing the exchange of information between the AOP and the NOP procured | 30% | N 31/12/2021 |
| 3 | System allowing the exchange of information between the AOP and the NOP tested & validated | 35% | N 31/12/2021 |
| 4 | System allowing the exchange of information between the AOP and the NOP deployed & available for operational use | 25% | N 31/12/2021 |

| | | | |
|---|---|-----|-----------------|
| FCM06 | Traffic Complexity Assessment <u>Timescales:</u> Full operational capability: 31/12/2021 | 0% | Not yet planned |
| Links to OI Steps: CM-0101, CM-0103-A [E] Links to Enablers: NIMS-20 Links to DP Families: 4.4.2 - Traffic Complexity Tools | | | |
| No plan at present. | | | - |
| ASP (By:12/2021) | | | |
| BHANSA | | 0% | Not yet planned |
| No plan at present. | | - | - |
| FCM06-ASP01 | Implement Local Traffic Load Management tool | | by:- |
| BHANSA | - | 0% | Not yet planned |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N |
| | | | - |
| Comment: no plan | | | |
| 2 | Local Traffic Load Management tool procured | 30% | N |
| | | | - |
| Comment: no plan | | | |
| 3 | Local Traffic Load Management tool installed | 60% | N |
| | | | - |
| Comment: no plan | | | |
| FCM06-ASP02 | Receive, process and integrate ETFMS Flight Data (EFD) | | by:- |
| BHANSA | - | 0% | Not yet planned |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N |
| | | | - |
| Comment: no plan | | | |
| 2 | FDP adaptation to receive, process and integrate EFD procured | 30% | N |
| | | | - |
| Comment: no plan | | | |
| 3 | FDP adaptation to receive, process and integrate EFD installed | 60% | N |
| | | | - |
| Comment: no plan | | | |
| FCM06-ASP03 | Implement Local Traffic Complexity tools and procedures | | by:- |
| BHANSA | - | 0% | Not yet planned |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N |
| | | | - |
| Comment: no plan | | | |
| 2 | Procedures for the use of Traffic Complexity tools drafted | 30% | N |
| | | | - |
| Comment: no plan | | | |
| 3 | Procedures for the use of Traffic Complexity tools tested & validated | 35% | N |
| | | | - |
| Comment: no plan | | | |
| 4 | Procedures for the use of Traffic Complexity tools in operational use | 25% | N |
| | | | - |
| Comment: no plan | | | |

| | | | |
|---|--|-----|-----------------|
| FCM08 | Extended Flight Plan <u>Timescales:</u> Initial operational capability: 01/01/2016 Full operational capability: 31/12/2021 | 0% | Not yet planned |
| Links to DP Families: 4.2.3 - Interface ATM systems to NM systems | | | |
| No plan at present. | | | - |
| ASP (By:12/2021) | | | |
| BHANSa | | 0% | Not yet planned |
| No Plan | | | - |
| FCM08-ASP01 | Upgrade the ground systems and develop the associated procedures. | | by:31/12/2021 |
| BHANSa | - | 0% | Not yet planned |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N |
| | | | - |
| Comment: No plan | | | |
| 2 | Upgrade to ground systems enabling the reception and processing of EFPL information via FF-ICE/1 has been procured | 30% | N |
| | | | - |
| Comment: No plan | | | |
| 3 | Upgrade to ground systems enabling the reception and processing of EFPL information via FF-ICE/1 has been installed | 35% | N |
| | | | - |
| Comment: No plan | | | |
| 4 | Systems enabling the reception and processing of EFPL information via FF-ICE/1 have been tested, validated and are in operations | 25% | N |
| | | | - |
| Comment: No plan | | | |
| FCM08-ASP02 | Develop, and deliver as necessary, a safety assessment | | by:31/12/2021 |
| BHANSa | - | 0% | Not yet planned |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N |
| | | | - |
| Comment: No plan | | | |
| 2 | Safety Assessment drafted | 30% | N |
| | | | - |
| Comment: No plan | | | |
| 3 | Safety Assessment delivered to the competent authority | 60% | N |
| | | | - |
| Comment: No plan | | | |

| | | | | |
|---|---|-----|----|---------------|
| INF07 | Electronic Terrain and Obstacle Data (eTOD) | | 1% | Late |
| | <u>Timescales:</u> | | | |
| | Initial operational capability: 01/11/2014 Full operational capability: 31/05/2018 | | | |
| Links to Enablers: AIMS-16 | | | | |
| Links to DP Families: 1.2.2 - Geographic database for procedure design | | | | |
| Directorate of Civil Aviation of Bosnia and Herzegovina (BHDCA) plans to implement and establish National TOD policy during 2018. | | | | 31/12/2023 |
| REG (By:05/2018) | | | | |
| BHDCA | | | 0% | Late |
| Directorate of Civil Aviation of Bosnia and Herzegovina (BHDCA) plans to establish and implement National TOD policy during 2019 | | | | 31/12/2023 |
| Draft of the National TOD Policy has been made in 2018. | | | | |
| INF07-REG01 | Establish National TOD policy | | | by:30/11/2015 |
| BHDCA | - | | 0% | Late |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N | 31/12/2023 |
| Comment: | Draft of the National TOD Policy has been made in 2018. | | | |
| 2 | National TOD policy and implementation programme coordinated with stakeholders and drafted | 30% | N | 31/12/2023 |
| Comment: | Draft of the National TOD Policy has been made in 2018. | | | |
| 3 | National TOD policy and implementation programme approved and established | 60% | N | 31/12/2023 |
| Comment: | Draft of the National TOD Policy has been made in 2018. | | | |
| INF07-REG02 | Establish TOD regulatory framework | | | by:31/12/2017 |
| BHDCA | - | | 0% | Late |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N | 31/12/2023 |
| Comment: | in progress. | | | |
| 2 | Development and updating of national rules and regulations affecting eTOD drafted, including the identification of aerodromes (area 2,3 and4) where TOD should be provided | 30% | N | 31/12/2023 |
| Comment: | BHDCA is deveoped national rules and regulations affecting e TOD, including the identification of aerodromes areas 2,3 and 4 were tod should be provided: - Regulation on aeronautical information services (Official Gazette of BH, No. 20/17) - ICAO Annex 15 - Aeronautical Information Services, which is regulation affecting e TOD, including also identifications of aerodrome (area 2,3 and 4); - Regulation on quality of aeronautical data and aeronautical information (Official Gazette of BH, No. 61/14) - transposed EC Regulation 73/2010 on aeronautical data quality; - Regulation on aerodromes (Official Gazette of BH, No. 09/11 and 101/15) - ICAO Annex 14 - Aerodromes. | | | |
| 3 | TOD regulatory framework established, list of aerodromes included in EUR ANP/FASID and, where appropriate, changes to State legislation initiated | 60% | N | 31/12/2023 |
| Comment: | TOD Regulatory framework is established, but list of aerodromes included in EUR ANP/FASID is not established. Change of State legislation is initiated. | | | |

| | | | |
|------------------|--|-----|-----------------|
| INF07-REG03 | Establish oversight of TOD implementation | | by:31/12/2017 |
| BHDCA | - | 0% | Late |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N 31/12/2023 |
| Comment: | Activity not yet started. | | |
| 2 | Draft the plans and procedures to oversight the TOD implementation, in accordance with TOD Policy and framework | 30% | N 31/12/2023 |
| Comment: | Will be drafted after the establishing oversight of TOD. | | |
| 3 | Plans and procedures agreed and approved, ready to initiate oversight | 60% | N 31/12/2023 |
| Comment: | There is no plan, procedures which is agreed and approved and ready for initial oversight. | | |
| INF07-REG04 | Verify the regulatory compliance of TOD implementation | | by:31/05/2018 |
| BHDCA | - | 0% | Late |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N 31/12/2023 |
| Comment: | Activity not yet started. | | |
| 2 | Initiation of the oversight in accordance with international TOD requirements and the regulatory framework | 30% | N 31/12/2023 |
| Comment: | In this moment there is no initiation in accordance with international TOD requirements and the regulatory framework. | | |
| 3 | Approval of the reports and results coming from the verification and compliance | 60% | N 31/12/2023 |
| Comment: | In this moment there is no reports and results coming up from the verification and compliance. | | |
| ASP (By:05/2018) | | | |
| BHANSA | | 5% | Late |
| late | - | | 31/12/2023 |
| INF07-ASP01 | Plan the required activities for the collection, management and provision of TOD in accordance with national TOD policy | | by:30/11/2015 |
| BHANSA | - | 10% | Late |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y 31/12/2023 |
| Comment: | 29/06/2018 held kick off meeting between EUROCONTROL and BHANSA. | | |
| 2 | Plan/roadmap coordinated and drafted | 30% | N 31/12/2023 |
| Comment: | Draft of the National TOD Policy has been made in 2018. | | |
| 3 | Plan/roadmap approved | 60% | N 31/12/2023 |
| INF07-ASP02 | Implement the collection, management and provision of TOD in accordance with the national TOD policy and regulatory framework | | by:31/05/2018 |
| BHANSA | - | 0% | Late |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N 31/12/2023 |
| 2 | Identify the requirements and adjustments required to ensure the collection, management and provision of TOD | 30% | N 31/12/2023 |
| 3 | Requirements and adjustments implemented in accordance with national TOD and regulatory framework | 60% | N 31/12/2023 |
| Comment: | The requirements defined in the national TOD policy and regulatory framework for ANSP are fulfilled in accordance with the national TOD implementation programme (31/05/2018). Explain situation/plans: Directorate of Civil Aviation of Bosnia and Herzegovina (BHDCA) plans to establish and implement National TOD policy until 2017. | | |

| APO (By:05/2018) | | | |
|------------------|---|-----|---------------|
| SARAJEVO Airport | | 0% | Late |
| - | | - | 31/12/2023 |
| INF07-APO01 | Plan the required activities for the collection, management and provision of TOD in accordance with national TOD policy | | by:30/11/2015 |
| SARAJEVO Airport | | 0% | Late |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N |
| | | | 31/12/2023 |
| 2 | Plan/roadmap coordinated and drafted | 30% | N |
| | | | 31/12/2023 |
| 3 | Plan/roadmap approved | 60% | N |
| | | | 31/12/2023 |
| INF07-APO02 | Implement the collection, management and provision of TOD in accordance with the national TOD policy and regulatory framework | | by:31/05/2018 |
| SARAJEVO Airport | | 0% | Late |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N |
| | | | 31/12/2023 |
| 2 | Identify the requirements and adjustments required to ensure the collection, management and provision of TOD | 30% | N |
| | | | 31/12/2023 |
| 3 | Requirements and adjustments implemented in accordance with national TOD and regulatory framework | 60% | N |
| | | | 31/12/2023 |
| Comment: | | | |

| | | | |
|---|--|-----|-----------------|
| INF08.1 | Information Exchanges using the SWIM Yellow TI Profile <u>Timescales:</u> - not applicable - | % | Not yet planned |
| Links to OI Steps: IS-0901-A [E], MET-0101 [E] Links to ICAO ASBUs: B1-DATM, B1-SWIM Links to DP Families: 5.1.3 - Common SWIM Infrastructure Components, 5.1.4 - Common SWIM PKI and Cybersecurity, 5.2.1 - Stakeholders Internet Protocol Compliance, 5.2.2 - Stakeholders SWIM Infrastructure Components, 5.2.3 - Stakeholders SWIM PKI and Cybersecurity, 5.3.1 - Upgrade/Implement Aeronautical Information Exchange System/Service, 5.4.1 - Upgrade/Implement Meteorological Information Exchange System/Service, 5.5.1 - Upgrade/Implement Cooperative Network Information Exchange System/Service, 5.6.1 - Upgrade/Implement Flight Information Exchange System/Service supported by Yellow Profile | | | |
| Not yet planned. | | | - |
| ASP (By:12/2024) | | | |
| BHANSa | | % | Not yet planned |
| Not yet planned. | | | - |
| INF08.1-ASP01 | Implement Aeronautical information exchanges | | by:- |
| BHANSa | - | % | Not yet planned |
| 1 | Activity started (e.g. Project kicked-off) | 10% | - |
| 2 | New/upgraded local infrastructure components supporting SWIM Yellow Profile exchange services were procured. | 15% | - |
| 3 | Aeronautical Information exchanges were procured. | 15% | - |
| 4 | New/upgraded local infrastructure components supporting SWIM Yellow Profile exchange services are installed, tested, validated and in operational use. | 20% | - |
| 5 | Aeronautical Information exchanges are installed, tested, validated and in operational use. Is the EUROCONTROL SWIM Registry used? Please indicate. | 40% | - |
| INF08.1-ASP02 | Implement Meteorological Information exchanges | | by:- |
| BHANSa | - | % | Not yet planned |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N |
| 2 | New/upgraded local infrastructure components supporting SWIM Yellow Profile exchange services were procured. | 15% | N |
| 3 | Meteorological Information exchanges were procured. | 15% | N |
| 4 | New/upgraded local infrastructure components supporting SWIM Yellow Profile exchange services are installed, tested, validated and in operational use. | 20% | N |
| 5 | Meteorological Information exchanges are installed, tested, validated and in operational use. Is the EUROCONTROL SWIM Registry used? Please indicate. | 40% | - |

| | | | |
|-------------------------|--|----------|------------------------|
| INF08.1-ASP03 | Implement Cooperative Network information exchanges | | by:- |
| BHANSa | - | % | Not yet planned |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N |
| | | | - |
| 2 | New/upgraded local infrastructure components supporting SWIM Yellow Profile exchange services were procured. | 15% | N |
| | | | - |
| 3 | Cooperative Network Information exchanges were procured. | 15% | N |
| | | | - |
| 4 | New/upgraded local infrastructure components supporting SWIM Yellow Profile exchange services are installed, tested, validated and in operational use. | 20% | N |
| | | | - |
| 5 | Cooperative Network Information exchanges are installed, tested, validated and in operational use. Is the EUROCONTROL SWIM Registry used? Please indicate. | 40% | - |
| | | | - |
| INF08.1-ASP04 | Implement Flight Information exchanges | | by:- |
| BHANSa | - | % | Not yet planned |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N |
| | | | - |
| 2 | New/upgraded local infrastructure components supporting SWIM Yellow Profile exchange services were procured. | 15% | N |
| | | | - |
| 3 | Flight Information exchanges were procured. | 15% | N |
| | | | - |
| 4 | New/upgraded local infrastructure components supporting SWIM Yellow Profile exchange services are installed, tested, validated and in operational use. | 20% | N |
| | | | - |
| 5 | Flight Information exchanges are installed, tested, validated and in operational use. Is the EUROCONTROL SWIM Registry used? Please indicate. | 40% | - |
| | | | - |
| MIL (By:12/2024) | | | |
| Mil. Authority | | % | Not yet planned |
| Not yet planned. | - | | - |
| INF08.1-MIL01 | Implement Aeronautical information exchanges | | by:- |
| Mil. Authority | - | % | Not yet planned |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N |
| | | | - |
| 2 | New/upgraded local infrastructure components supporting SWIM Yellow Profile exchange services were procured. | 15% | N |
| | | | - |
| 3 | Aeronautical Information exchanges were procured. | 15% | N |
| | | | - |
| 4 | New/upgraded local infrastructure components supporting SWIM Yellow Profile exchange services are installed, tested, validated and in operational use. | 20% | N |
| | | | - |
| 5 | Aeronautical Information exchanges are installed, tested, validated and in operational use. Is the EUROCONTROL SWIM Registry used? Please indicate. | 40% | - |
| | | | - |

| | | | |
|----------------|--|-----|-----------------|
| INF08.1-MIL02 | Implement Meteorological Information exchanges | | by:- |
| Mil. Authority | - | % | Not yet planned |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N |
| | | | - |
| 2 | New/upgraded local infrastructure components supporting SWIM Yellow Profile exchange services were procured. | 15% | N |
| | | | - |
| 3 | Meteorological Information exchanges were procured. | 15% | N |
| | | | - |
| 4 | New/upgraded local infrastructure components supporting SWIM Yellow Profile exchange services are installed, tested, validated and in operational use. | 20% | N |
| | | | - |
| 5 | Meteorological Information exchanges are installed, tested, validated and in operational use. Is the EUROCONTROL SWIM Registry used? Please indicate. | 40% | - |
| | | | |
| INF08.1-MIL03 | Implement Cooperative Network information exchanges | | by:- |
| Mil. Authority | - | % | Not yet planned |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N |
| | | | - |
| 2 | New/upgraded local infrastructure components supporting SWIM Yellow Profile exchange services were procured. | 15% | N |
| | | | - |
| 3 | Cooperative Network Information exchanges were procured. | 15% | N |
| | | | - |
| 4 | New/upgraded local infrastructure components supporting SWIM Yellow Profile exchange services are installed, tested, validated and in operational use. | 20% | N |
| | | | - |
| 5 | Cooperative Network Information exchanges are installed, tested, validated and in operational use. Is the EUROCONTROL SWIM Registry used? Please indicate. | 40% | - |
| | | | |
| INF08.1-MIL04 | Implement Flight Information exchanges | | by:- |
| Mil. Authority | - | % | Not yet planned |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N |
| | | | - |
| 2 | New/upgraded local infrastructure components supporting SWIM Yellow Profile exchange services were procured. | 15% | N |
| | | | - |
| 3 | Flight Information exchanges were procured. | 15% | N |
| | | | - |
| 4 | New/upgraded local infrastructure components supporting SWIM Yellow Profile exchange services are installed, tested, validated and in operational use. | 20% | N |
| | | | - |
| 5 | Flight Information exchanges are installed, tested, validated and in operational use. Is the EUROCONTROL SWIM Registry used? Please indicate. | 40% | - |
| | | | |

| APO (By:12/2024) | | | |
|------------------|---|-----|-----------------|
| SARAJEVO Airport | | % | Not yet planned |
| - | - | | - |
| INF08.1-APO01 | Implement Aeronautical information exchanges | | by:- |
| SARAJEVO Airport | - | % | Not yet planned |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N |
| | | | - |
| 2 | New/upgraded local infrastructure components supporting SWIM Yellow Profile exchange services were procured | 15% | N |
| | | | - |
| 3 | Aeronautical Information exchanges were procured | 15% | N |
| | | | - |
| 4 | New/upgraded local infrastructure components supporting SWIM Yellow Profile exchange services are installed, tested, validated and in operational use | 20% | N |
| | | | - |
| 5 | Aeronautical Information exchanges are installed, tested, validated and in operational use. Is the EUROCONTROL SWIM Registry used? Please indicate. | 40% | - |
| INF08.1-APO02 | Implement Meteorological Information exchanges | | by:- |
| SARAJEVO Airport | - | % | Not yet planned |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N |
| | | | - |
| 2 | New/upgraded local infrastructure components supporting SWIM Yellow Profile exchange services were procured | 15% | N |
| | | | - |
| 3 | Meteorological Information exchanges were procured | 15% | N |
| | | | - |
| 4 | New/upgraded local infrastructure components supporting SWIM Yellow Profile exchange services are installed, tested, validated and in operational use | 20% | N |
| | | | - |
| 5 | Meteorological Information exchanges are installed, tested, validated and in operational use. Is the EUROCONTROL SWIM Registry used? Please indicate. | 40% | - |
| INF08.1-APO03 | Implement Cooperative Network information exchanges | | by:- |
| SARAJEVO Airport | - | % | Not yet planned |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N |
| | | | - |
| 2 | New/upgraded local infrastructure components supporting SWIM Yellow Profile exchange services were procured | 15% | N |
| | | | - |
| 3 | Cooperative Network Information exchanges were procured | 15% | N |
| | | | - |
| 4 | New/upgraded local infrastructure components supporting SWIM Yellow Profile exchange services are installed, tested, validated and in operational use | 20% | N |
| | | | - |
| 5 | Cooperative Network Information exchanges are installed, tested, validated and in operational use. Is the EUROCONTROL SWIM Registry used? Please indicate | 40% | - |

| | | | |
|------------------|--|-----|-----------------|
| INF08.1-APO04 | Implement Flight Information exchanges | | by:- |
| SARAJEVO Airport | - | % | Not yet planned |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N |
| | | | - |
| 2 | New/upgraded local infrastructure components supporting SWIM Yellow Profile exchange services were procured. | 15% | N |
| | | | - |
| 3 | Flight Information exchanges were procured. | 15% | N |
| | | | - |
| 4 | New/upgraded local infrastructure components supporting SWIM Yellow Profile exchange services are installed, tested, validated and in operational use. | 20% | N |
| | | | - |
| 5 | Flight Information exchanges are installed, tested, validated and in operational use. Is the EUROCONTROL SWIM Registry used? Please indicate. | 40% | - |
| | | | - |

| | | | | |
|--|--|--|--------------------------------|---------------|
| ITY-ACID | Aircraft Identification | | 100% | Completed |
| | Timescales: | | | |
| | Entry into force of the Regulation: 13/12/2011 | | | |
| | System capability: 02/01/2020 | | | |
| Links to Enablers: GSURV-0101 | | | | |
| Line of action will be in accordance with the time frame (till 2020). | | | | 02/01/2020 |
| ASP (By:01/2020) | | | | |
| BHANSA | | | 100% | Completed |
| Upgrade DPS New ARTAS system | | | New ARTAS system / Upgrade DPS | 02/01/2020 |
| ITY-ACID-ASP01 | Ensure the capability of the cooperative surveillance chain, to use the downlinked aircraft identification | | | by:02/01/2020 |
| BHANSA | - | | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | | 10% | Y |
| | | | | 25/04/2019 |
| Comment: System will be available from 25.04.2019. | | | | |
| 2 | System procured (this milestones includes procurement of a new system or the upgrade of the existing one) | | 30% | Y |
| | | | | 25/04/2019 |
| Comment: Line of action will be in accordance with the time frame (till 2020). Agreement between INDRA and BHANSA concluded in May 2018. (09.05.2018.) | | | | |
| 3 | System installed | | 35% | Y |
| | | | | 25/04/2019 |
| Comment: | | | | |
| 4 | System tested, validated and in operational use | | 25% | Y |
| | | | | 25/04/2019 |
| Comment: | | | | |
| ITY-ACID-ASP02 | Organise personnel training and awareness | | | by:02/01/2020 |
| BHANSA | - | | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | | 10% | Y |
| | | | | 25/04/2019 |
| 2 | Training ongoing | | 40% | Y |
| | | | | 25/04/2019 |
| 3 | Training completed | | 50% | Y |
| | | | | 02/01/2020 |
| Comment: The training plans have been updated and a training package has been developed (02/01/2020). Explain situation/plans: Line of action will be in accordance with the time frame and training plans will be updating and a training package will be developed till 2020. All concerned personnel have been trained (02/01/2020). Explain situation/plans: Line of action will be in accordance with the time frame and all concerned personnel will be trained till 2020 | | | | |

| | | | |
|----------------|---|-------------|------------------|
| ITY-ACID-ASP03 | Develop, and deliver as necessary, a safety assessment of the changes imposed by the implementation of the capability allowing the establishment of the individual aircraft identification using the downlinked aircraft identification feature | | by:02/01/2020 |
| BHANS | - | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y 25/04/2019 |
| Comment: | | | |
| 2 | Safety Assessment drafted | 30% | Y 25/04/2019 |
| Comment: | | | |
| 3 | Safety Assessment delivered to the competent authority | 60% | Y 25/04/2019 |

| | | | | |
|---|---|--|-----|---------------|
| ITY-ADQ | Ensure Quality of Aeronautical Data and Aeronautical Information <u>Timescales:</u> Entry into force of the regulation: 16/02/2010 Article 5(4)(a), Article 5(4)(b) and Article 6 to 13 to be implemented by: 30/06/2013 Article 4, Article5(1) and Article 5(2), Article 5(3) and Article 5(4)(c) to be implemented by: 30/06/2014 All data requirements implemented by: 30/06/2017 | | 5% | Late |
| | Links to OI Steps: IS-0202, IS-0204 | | | |
| | Links to ICAO ASBUs: B0-DATM | | | |
| | Links to DP Families: 1.2.2 - Geographic database for procedure design | | | |
| | Regulation (EU) 73/2010 has been transposed in national legislation (published in Official Gazette of Bosnia and Herzegovina under the number 61/14 and 9/18), but not implemented yet. | | | 31/12/2021 |
| REG (By:06/2017) | | | | |
| BHDCA | | | 0% | Late |
| Regulation (EU) 73/2010 has been transposed in national legislation (published in Official Gazette of Bosnia and Herzegovina under the number 61/14 and 9/18), but not implemented yet. | | | | 31/12/2021 |
| ITY-ADQ-REG01 | Verify the compliance with data quality requirements and supervise safety assessments | | | by:30/06/2013 |
| BHDCA | - | | 0% | Late |
| 1 | Activity started (e.g. Project kicked-off) | | 10% | N |
| | | | | 31/12/2021 |
| Comment: | Activity not started yet. | | | |
| 2 | Verification that data quality and process requirements were met | | 30% | N |
| | | | | 31/12/2021 |
| Comment: | In this moment there is no verification that data quality and process requirements are met. | | | |
| 3 | Supervision of safety assessment conducted | | 35% | N |
| | | | | 31/12/2021 |
| Comment: | No activity on this issue. | | | |
| 4 | Notification that changes were accepted | | 25% | N |
| | | | | 31/12/2021 |
| Comment: | No activity in this moment. | | | |
| ITY-ADQ-REG02 | Verify the establishment of formal arrangements | | | by:30/06/2013 |
| BHDCA | - | | 0% | Late |
| 1 | Activity started (e.g. Project kicked-off) | | 10% | N |
| | | | | 31/12/2021 |
| Comment: | In this moment no activity started. | | | |
| 2 | Formal arrangements have been received | | 65% | N |
| | | | | 31/12/2021 |
| Comment: | There is no formal arrangements. | | | |
| 3 | Formal arrangements have been verified and accepted | | 25% | N |
| | | | | 31/12/2021 |
| Comment: | In this moment there is no formal arrangement which are verified and accepted. | | | |
| ITY-ADQ-REG04 | Verify that all parties comply with all data requirements | | | by:30/06/2017 |
| BHDCA | - | | 0% | Late |
| 1 | Activity started (e.g. Project kicked-off) | | 10% | N |
| | | | | 31/12/2021 |
| Comment: | There is no activity on this issue. | | | |
| 2 | All parties publishing aeronautical data and/or aeronautical information comply with all the requirements | | 65% | N |
| | | | | 31/12/2021 |
| Comment: | There is no activity on this issue. | | | |
| 3 | An according statement of compliance has been received | | 25% | N |

| | | | |
|--|---|-----|-----------------|
| | | | 31/12/2021 |
| Comment: | There is no activity on this issue. | | |
| ASP (By:06/2017) | | | |
| BHANSA | | 0% | Late |
| Implementation planned. Complete implementation plan depends on the prerequisites stated under implementation issues. BHANSA would need to adjust its plans and actions. | | - | 31/12/2021 |
| ITY-ADQ-ASP01 | Implement data quality and process requirements | | by:30/06/2013 |
| BHANSA | - | 0% | Late |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N 31/12/2021 |
| Comment: Not started | | | |
| 2 | Implement data quality, evidence, origination, process, error reporting and rectification requirements. Validate and verify all tools used to support or automate processes | 30% | N 31/12/2021 |
| 3 | Conduct a safety assessment, provide a safety assessment report to the NSA and if applicable provide safety arguments to the NSA | 35% | N 31/12/2021 |
| 4 | Introduction of the change into service was accepted by the NSA and a notification of acceptance has been received. An EC declaration of verification of systems and a technical file has been submitted to the NSA | 25% | N 31/12/2021 |
| Comment: | | | |
| ITY-ADQ-ASP02 | Establish formal arrangements | | by:30/06/2013 |
| BHANSA | - | 0% | Late |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N 31/12/2021 |
| 2 | Establish formal arrangements with other relevant parties | 40% | N 31/12/2021 |
| 3 | Formal arrangements signed by all relevant parties have been established | 50% | N 31/12/2021 |
| Comment: Formal arrangements signed by all relevant parties have been established. | | | |
| ITY-ADQ-ASP03 | Establish consistency mechanisms and implement timeliness requirements | | by:30/06/2013 |
| BHANSA | - | 0% | Late |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N 31/12/2021 |
| 2 | Consistency mechanisms and timeliness requirements drafted | 30% | N 31/12/2021 |
| 3 | Consistency mechanisms and timeliness requirements established and documented | 60% | N 31/12/2021 |
| Comment: Mechanisms ensuring consistency and, if relevant, annotating AIP items not meeting the data quality requirements have been established and documented. | | | |
| ITY-ADQ-ASP04 | Implement personnel and performance requirements | | by:30/06/2013 |
| BHANSA | - | 0% | Late |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N 31/12/2021 |
| 2 | Develop and maintain awareness material and implement training and competence requirements | 40% | N 31/12/2021 |
| 3 | Develop and maintain operating manuals and request security clearances | 50% | N 31/12/2021 |

| | | | |
|--|---|-----|-----------------|
| ITY-ADQ-ASP05 | Implement a quality management system and fulfil safety and security objectives | | by:30/06/2013 |
| BHANSa | - | 0% | Late |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N 31/12/2021 |
| 2 | A quality management system meeting the safety and security management objectives has been implemented, documented and is maintained | 30% | N 31/12/2021 |
| 3 | An EN ISO 9001 certificate has been obtained | 35% | N 31/12/2021 |
| 4 | Documentation related to certification has been provided to the NSA. Access authorisations have been provided | 25% | N 31/12/2021 |
| Comment: A quality management system meeting the safety and security management objectives will be implemented, documented and maintained. An EN ISO 9001 certificate will be obtained. Documentation related to certification will be provided to the NSA. Access authorisations will be provided . | | | |
| ITY-ADQ-ASP06 | Implement the common dataset and digital exchange format | | by:30/06/2014 |
| BHANSa | - | 0% | Late |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N 31/12/2021 |
| 2 | The common dataset and digital exchange format requirements have been implemented | 30% | N 31/12/2021 |
| 3 | Safety assessment done and report, including safety arguments provided to the NSA | 35% | N 31/12/2021 |
| 4 | The introduction of the change into service accepted by the NSA and notification of acceptance received. An EC declaration of verification of systems and a technical file submitted to the NSA | 25% | N 31/12/2021 |
| Comment: The common dataset and digital exchange format requirements will be implemented.. A safety assessment report, including safety arguments where applicable, will be provided to the NSA. The introduction of the change into service was accepted by the NSA and a notification of acceptance will be received. An EC declaration of verification of systems and a technical file containing evidence of compliance with the relevant regulatory provisions and with the relevant parts of EUROCONTROL specifications or other acceptable means of compliance will be submitted to the NSA. | | | |
| ITY-ADQ-ASP07 | Implement all data requirements | | by:30/06/2017 |
| BHANSa | - | 0% | Late |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N 31/12/2021 |
| 2 | All electronic data was updated and is compliant to all requirements | 65% | N 31/12/2021 |
| 3 | A statement of compliance has been provided to the NSA | 25% | N 31/12/2021 |
| Comment: All electronic data is compliant to all requirements and a statement of compliance will be provided to the NS. | | | |
| APO (By:06/2017) | | | |
| SARAJEVO Airport | | 15% | Late |
| - | - | | 31/12/2021 |
| ITY-ADQ-APO01 | Implement data quality and process requirements | | by:30/06/2013 |
| SARAJEVO Airport | - | 0% | Late |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N |

| | | | |
|------------------|---|-----|---------------|
| | | | 31/12/2021 |
| 2 | Implement data quality, evidence, origination, process, error reporting and rectification requirements. Validate and verify all tools used to support or automate processes | 30% | N |
| | | | 31/12/2021 |
| 3 | Conduct a safety assessment, provide a safety assessment report to the NSA and if applicable provide safety arguments to the NSA | 35% | N |
| | | | 31/12/2021 |
| 4 | Introduction of the change into service was accepted by the NSA and a notification of acceptance has been received. An EC declaration of verification of systems and a technical file has been submitted to the NSA | 25% | N |
| | | | 31/12/2021 |
| ITY-ADQ-APO02 | Implement personnel and performance requirements | | by:30/06/2013 |
| SARAJEVO Airport | - | 0% | Late |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N |
| | | | 31/12/2021 |
| 2 | Develop and maintain awareness material and implement training and competence requirements | 40% | N |
| | | | 31/12/2021 |
| 3 | Develop and maintain operating manuals and request security clearances | 50% | N |
| | | | 31/12/2021 |
| ITY-ADQ-APO03 | Implement a quality management system and fulfil safety and security objectives | | by:30/06/2013 |
| SARAJEVO Airport | - | 75% | Late |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y |
| | | | 31/12/2021 |
| 2 | A quality management system meeting the safety and security management objectives has been implemented, documented and is maintained | 30% | Y |
| | | | 31/12/2021 |
| 3 | An EN ISO 9001 certificate has been obtained | 35% | Y |
| | | | 31/12/2010 |
| Comment: | From 2010 QMS is implemented. | | |
| 4 | Documentation related to certification has been provided to the NSA. Access authorisations have been provided | 25% | N |
| | | | 31/12/2021 |
| ITY-ADQ-APO04 | Implement the common dataset and digital exchange format requirements | | by:30/06/2014 |
| SARAJEVO Airport | - | 0% | Late |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N |
| | | | 31/12/2021 |
| Comment: | | | |
| 2 | The common dataset and digital exchange format requirements have been implemented | 30% | N |
| | | | 31/12/2021 |
| 3 | Safety assessment done and report, including safety arguments provided to the NSA | 35% | N |
| | | | 31/12/2021 |
| 4 | The introduction of the change into service accepted by the NSA and notification of acceptance received. An EC declaration of verification of systems and a technical file submitted to the NSA | 25% | N |
| | | | 31/12/2021 |
| ITY-ADQ-APO05 | Implement all data quality requirements | | by:30/06/2017 |
| SARAJEVO Airport | - | 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 |

| | | | | |
|--|---|------|----|-----------------|
| ITY-AGDL | Initial ATC Air-Ground Data Link Services | | 0% | Not yet planned |
| | <u>Timescales:</u> | | | |
| | ATS unit operational capability: 05/02/2018 | | | |
| | Aircraft capability: 05/02/2020 | | | |
| Links to OI Steps: AUO-0301 | | | | |
| Links to ICAO ASBUs: B0-TBO | | | | |
| Links to DP Families: 6.1.1 - ATN B1 based services in ATSP domain, 6.1.3 - A/G and G/G Multi Frequency DL Network in defined EuropeanService Areas, 6.1.4 - ATN B1 capability in Multi Frequency environment in Aircraft domain | | | | |
| No plan at the moment. | | | | - |
| REG (By:02/2018) | | | | |
| BHDCA | | | 0% | Not yet planned |
| No plan at the moment. | | | | - |
| ITY-AGDL-REG03 | Ensure the publication of relevant information in the national aeronautical information publication | | | by:05/02/2018 |
| BHDCA | - | | 0% | Not yet planned |
| | 1 Activity started (e.g. Project kicked-off) | 10% | N | - |
| | 2 National aeronautical information publications have been updated appropriately | 90% | N | - |
| ITY-AGDL-REG04 | Ensure ATN/VDL-2 availability, security policy and address management procedures | | | by:05/02/2018 |
| BHDCA | - | | 0% | Not yet planned |
| | 1 Activity started (e.g. Project kicked-off) | 10% | N | - |
| | 2 All air-ground communication services satisfying the requirements for ATN and VDL-2 have been approved by NSA | 40% | N | - |
| | 3 The appropriate security policy for data exchanges of the DLIC, ACM, ACL and AMC services has been approved by NSA | 25% | N | - |
| | 4 The harmonized procedures for managing the addressing information have been approved by NSA | 25% | N | - |
| Comment: - | | | | |
| ITY-AGDL-REG06 | Notify potential exemption cases to the European Commission | | | by:- |
| BHDCA | - | | 0% | Not yet planned |
| | 1 SLoA closed/completed in 2015 cycle | 100% | N | - |
| Comment: Notify potential exemption cases to the European Commission. | | | | |
| ASP (By:02/2018) | | | | |
| BHANSA | | | 0% | Not yet planned |
| No plan at the moment | | | | - |
| ITY-AGDL-ASP01 | Ensure the conformity of communications, flight data and initial flight plan processing systems and associated procedures | | | by:05/02/2018 |
| BHANSA | BH ACC | | 0% | Not yet planned |
| | 1 Project/task for ensuring the conformity of communications, flight data and initial flight plan processing systems and associated procedures has kicked off | 10% | N | - |
| | 2 Air ground com. systems, flight data and initial flight plan processing systems to enable datalink communication between controllers and operators of equipped aircraft and to handle information about datalink capability of flights have been procured | 30% | N | - |
| | 3 Communication, flight data and initial flight plan processing systems have been installed | 35% | N | - |
| | 4 Associated procedures are tested, validated and applied in operation | 25% | N | - |

| | | | |
|----------------|---|-----|-----------------|
| ITY-AGDL-ASP02 | Organise personnel awareness and training | | by:05/02/2018 |
| BHANSa | BH ACC | 0% | Not yet planned |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N |
| | | | - |
| Comment: | Not started | | |
| 3 | The training is ongoing for the personnel | 40% | N |
| | | | - |
| 4 | The training of the personnel is completed & operating procedures are used | 50% | N |
| | | | - |
| ITY-AGDL-ASP03 | Ensure ground communication systems comply with air-ground communication requirements | | by:05/02/2018 |
| BHANSa | BH ACC | 0% | Not yet planned |
| 1 | Project/task for ensuring the ground communication systems comply with air-ground communication requirements has kicked off | 10% | N |
| | | | - |
| 2 | The ground communication systems and their constituents have been procured | 30% | N |
| | | | - |
| 3 | The ground communication systems and their constituents have been installed | 35% | N |
| | | | - |
| 4 | The ground communication systems and their constituents have been tested, validated and available for operational use | 25% | N |
| | | | - |
| ITY-AGDL-ASP04 | Deploy communication infrastructure to handle air-ground data link services | | by:05/02/2018 |
| BHANSa | BH ACC | 0% | Not yet planned |
| 1 | Project/task to deploy the appropriate communication infrastructure to handle air-ground data link services has kicked off | 10% | N |
| | | | - |
| 2 | The appropriate telecommunication infrastructure to handle the selected air-ground datalink services has been procured | 30% | N |
| | | | - |
| 3 | The appropriate telecommunication infrastructure to handle the selected air-ground datalink services has been installed | 35% | N |
| | | | - |
| 4 | The appropriate telecommunication infrastructure to handle the selected air-ground datalink services has been tested, validated & available for operation use | 25% | N |
| | | | - |
| ITY-AGDL-ASP05 | Implement Logon Forward process | | by:05/02/2018 |
| BHANSa | BH ACC | 0% | Not yet planned |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N |
| | | | - |
| 2 | System/upgrade procured | 30% | N |
| | | | - |
| 3 | ATC system is capable of transmission and reception of logon parameters of flight data (e.g. LOF OLDI message) between ATC units | 35% | N |
| | | | - |
| 4 | Procedures implementing the Logon Forward process are tested, validated and in operational use | 25% | N |
| | | | - |
| ITY-AGDL-ASP06 | Implement Next Authority Notified process | | by:05/02/2018 |
| BHANSa | BH ACC | 0% | Not yet planned |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N |
| | | | - |
| 2 | System/upgrade procured | 30% | N |
| | | | - |
| 3 | ATC system is capable of transmission and reception of the required flight data (e.g. NAN OLDI message) between ATC units | 35% | N |
| | | | - |
| 4 | Procedures implementing the Next Authority Notified process are tested, validated and in operational use | 25% | N |
| | | | - |

| MIL (By:01/2019) | | | |
|---|---|----------------|-----------------|
| Mil. Authority | | % | Not Applicable |
| Military do no provide ATC service to civil flights | | - | - |
| ITY-AGDL-MIL01 | Equip transport-type State aircraft | | by:01/01/2019 |
| Mil. Authority | | % | Not yet planned |
| 1 | Project/task for equipping the transport-type State aircraft has kicked off | 10% | NA |
| | | | - |
| 2 | 50% of applicable State aircraft equipped | 40% | NA |
| | | | - |
| 3 | 100% of applicable State aircraft equipped | 50% | NA |
| | | | - |

| | | | | |
|---|--|-----|----|---------------|
| ITY-AGVCS2 | 8,33 kHz Air-Ground Voice Channel Spacing below FL195 <u>Timescales:</u> Entry into force: 07/12/2012 New and upgraded radio equipment: 17/11/2013 New or upgraded radios on State aircraft: 01/01/2014 Interim target for freq. conversions: 31/12/2014 All radio equipment: 31/12/2017 All frequencies converted: 31/12/2018 State aircraft equipped, except those notified to EC: 31/12/2018 State aircraft equipped, except those exempted [Art 9(11)]: 31/12/2020 | | 0% | Late |
| | Links to Enablers: CTE-C01a | | | |
| Radio stations will be replaced by the end of 2021. | | | | 31/12/2023 |
| REG (By:12/2018) | | | | |
| BHDCA | | | 0% | Late |
| Regulation (EU) No 1079/2012 is not transposed in BH legislation. | | | | 31/12/2021 |
| Radio stations will be replaced by the end of 2021. | | | | |
| ITY-AGVCS2-REG01 | Ensure radios have 8,33 kHz channel spacing capability | | | by:31/12/2017 |
| BHDCA | - | | 0% | Late |
| | 1 Activity started (e.g. Project kicked-off) | 10% | N | 31/12/2021 |
| | 2 Where applicable, the State has published the additional local exemptions as per Article 14 of Regulation (EU) No 1079/2012. | 15% | N | 31/12/2021 |
| | 3 Measures have been taken to ensure that all radio equipment put into service or subject to radio upgrades by ANSPs, operators and other users or owners of radios includes the 8,33 kHz channel spacing capability. | 25% | N | 31/12/2021 |
| | 4 Measures have been taken to ensure that aircraft for which the individual certificates of airworthiness or individual flight permits are first issued from 17 November 2013 and have a radio equipage requirement are fitted with radios having the 8,33 kHz ch | 25% | N | 31/12/2021 |
| | 5 By 31 December 2017: The NSA has evidence that all radios in the State have 8,33 kHz channel spacing capability except where derogations apply and/or exemptions have been granted. | 25% | N | 31/12/2021 |
| Comment: | | | | |
| ITY-AGVCS2-REG02 | Ensure the achievement of the interim target for 8,33 kHz frequency conversions | | | by:31/12/2014 |
| BHDCA | - | | 0% | Late |
| | 1 25% target for frequency conversions as per Articles 6(5) to 6(7) of the Regulation notified to the Commission. | 10% | N | 31/12/2021 |
| | 2 25% target for frequency conversions achieved. | 45% | N | 31/12/2021 |
| | 3 All OPC frequency assignments converted to 8,33 kHz or, where applicable, OPC frequencies not converted and justification for it notified to the Commission. | 45% | N | 31/12/2021 |
| Comment: | | | | |

| | | | | |
|---|---|--|---|-----------------|
| ITY-AGVCS2-REG03 | Ensure compliance with the requirements on 8,33 kHz frequency conversions | | | by:31/12/2018 |
| BHDCA | - | | 0% | Late |
| | 1 | Activity started (e.g. Project kicked-off) | 10% | N 31/12/2021 |
| | 2 | Introduce % of concerned frequency assignments (i.e. not subject to derogations/exceptions) converted to 8,33 kHz and published in the Table COM2 of ICAO Doc 7754 | 90% | N 31/12/2021 |
| Comment: | | All frequency assignments published in the Table COM2 of ICAO Doc 7754, except where derogations apply or the State has granted local exceptions, will be converted to 8,33 kHz. | | |
| ASP (By:12/2018) | | | | |
| BHANSAs | | | 0% | Late |
| BHANSAs will replace radio stations by the end of 2021. | | | New Radio Stations (APP) / New Radio stations and sites (ACC) | 31/12/2021 |
| ITY-AGVCS2-ASP01 | Ensure conformity of voice communications systems and associated procedures | | | by:31/12/2018 |
| BHANSAs | - | | 0% | Late |
| | 1 | Activity started (e.g. Project kicked-off) | 10% | N 31/12/2021 |
| | 2 | New/upgraded voice communication systems have been procured | 30% | N 31/12/2021 |
| | 3 | New/upgraded voice communication systems installed | 35% | N 31/12/2021 |
| | 4 | New/upgraded communication systems are tested, validated & in operational use | 25% | N 31/12/2021 |
| Comment: | | | | |
| ITY-AGVCS2-ASP02 | Convert 25 kHz frequencies to 8,33 kHz to achieve the interim target | | | by:31/12/2014 |
| BHANSAs | - | | 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 |
| BHANSAs | - | | 0% | Late |
| | 1 | Activity started (e.g. Project kicked-off) | 10% | N 31/12/2021 |
| | 2 | Introduce % of concerned frequency assignments (i.e. not subject to derogations/exceptions) converted to 8,33 kHz and published in the Table COM2 of ICAO Doc 7754 | 90% | N 31/12/2021 |
| Comment: | | All frequency assignments published in the Table COM2 of ICAO Doc 7754, except where derogations apply or the State has granted local exceptions, will be converted to 8,33 kHz | | |

| | | | |
|------------------|---|-----------------------------|-----------------|
| ITY-AGVCS2-ASP04 | Develop safety assessment | | by:31/12/2018 |
| BHANSA | - | 0% | Late |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N 31/12/2021 |
| 2 | Safety Assessment drafted | 30% | N 31/12/2021 |
| Comment: | Planned | | |
| 3 | Safety Assessment delivered to the competent authority | 60% | N 31/12/2021 |
| Comment: | Safety assessment report including safety arguments for the changes will be submitted to the NSA and notification of acceptance was received. | | |
| ITY-AGVCS2-ASP05 | Organise personnel training and awareness | | by:31/12/2018 |
| BHANSA | - | 0% | Late |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N 31/12/2021 |
| 2 | Training ongoing | 40% | N 31/12/2021 |
| 3 | Training completed | 50% | N 31/12/2021 |
| Comment: | The training plans will be updated and a training package will be developed BHANSAs will develop Plan. All concerned personnel will be trained. | | |
| MIL (By:12/2020) | | | |
| Mil. Authority | | % | Not Applicable |
| n/a | | New Military Radio stations | - |
| ITY-AGVCS2-MIL01 | Equip State aircraft with radio equipment with 8,33 kHz channel spacing capability | | by:31/12/2020 |
| Mil. Authority | - | 0% | Late |
| 1 | List of State aircraft that cannot be equipped with 8,33 kHz radios by 31 December 2018 has been communicated to the Commission | 10% | N 31/12/2023 |
| 2 | % of concerned State aircraft equipped | 90% | N 31/12/2023 |
| Comment: | 1) List of State aircraft that cannot be equipped with 8,33 kHz radios by 31 December 2018 has been communicated to the Commission. Answer: Y Date: 31-DEC-20 Question: - Comment: Planned. 2) State aircraft have been equipped. Answer: Y Date: 31-DEC-20 Question: - Comment: Planned | | |

| | | | |
|------------------|--|-----|-----------------|
| ITY-AGVCS2-MIL02 | Organise personnel training and awareness of military aircrew | | by:31/12/2020 |
| Mil. Authority | - | 0% | Not yet planned |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N |
| | | | - |
| 2 | Training ongoing | 40% | N |
| | | | - |
| 3 | Training completed | 50% | N |
| | | | - |
| Comment: | 1) Training manuals have been updated, as required. Answer: NA Date: Question: Rationale for N/A Comment: No requirements. 2) All personnel operating radio equipment have been trained. Answer: NA Date: Question: Rationale for N/A Comment: No requirements. | | |
| APO (By:12/2018) | | | |
| SARAJEVO Airport | | 0% | Not yet planned |
| - | - | | - |
| ITY-AGVCS2-APO01 | Convert all 25 kHz frequencies to 8,33 kHz | | by:31/12/2018 |
| SARAJEVO Airport | - | 0% | Not yet planned |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N |
| | | | - |
| 2 | Introduce % of concerned frequency assignments (i.e. not subject to derogations/exceptions) converted to 8,33 kHz and published in the Table COM2 of ICAO Doc 7754 | 90% | N |
| | | | - |
| ITY-AGVCS2-APO02 | Accommodate non-equipped vehicles | | by:31/12/2017 |
| SARAJEVO Airport | - | 0% | Not yet planned |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N |
| | | | - |
| 2 | Procedures for handling non-8,33 kHz equipped vehicles through airport areas using 8,33 kHz channel spacing drafted | 30% | N |
| | | | - |
| 3 | Procedures for handling non-8,33 kHz equipped vehicles through airport areas using 8,33 kHz channel spacing agreed, tested & validated | 35% | N |
| | | | - |
| 4 | Procedures for handling non-8,33 kHz equipped vehicles through airport areas using 8,33 kHz channel spacing implemented | 25% | N |
| | | | - |
| ITY-AGVCS2-APO03 | Organise personnel training and awareness | | by:31/12/2018 |
| SARAJEVO Airport | - | 0% | Not yet planned |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N |
| | | | - |
| 2 | Training ongoing | 40% | N |
| | | | - |
| 3 | Training completed | 50% | N |
| | | | - |

| | | | | |
|--|---|---|------|---------------|
| ITY-COTR | Implementation of ground-ground automated co-ordination processes | | 100% | Completed |
| | <u>Timescales:</u> | | | |
| | Entry into force of Regulation: 27/07/2006 | | | |
| | For putting into service of EATMN systems in respect of notification and initial coordination processes: 27/07/2006 | | | |
| | For putting into service of EATMN systems in respect of Revision of Coordination, Abrogation of Coordination, Basic Flight Data and Change to Basic Flight Data: 01/01/2009 | | | |
| | | To all EATMN systems in operation by 12/2012: 31/12/2012 | | |
| Links to OI Steps: CM-0201 | | | | |
| Links to ICAO ASBUs: B0-FICE | | | | |
| OLDI function is implemented in the ATC system, supporting ground-ground coordination and transfer processes | | | | 13/11/2014 |
| ASP (By:12/2012) | | | | |
| BHANSA | | | 100% | Completed |
| OLDI function is implemented in the ATC system, supporting ground-ground coordination and transfer processes | | | - | 13/11/2014 |
| ITY-COTR-ASP01 | Implement flight data processing and exchange systems | | | by:31/12/2012 |
| BHANSA | BH ACC | | 100% | Completed |
| | 1 | Activity started (e.g. Project kicked-off) | 10% | Y |
| | | | | 07/04/2009 |
| | 2 | System/upgrade procured | 30% | Y |
| | | | | 13/11/2014 |
| | 3 | Flight data processing and exchange systems are capable of providing the information required for the display, processing and compilation of the system information exchanged in the process specified. [Regulation (EC) No 1032/2006, Annex I, Part A] | 35% | Y |
| | | | | 13/11/2014 |
| | 4 | Upgraded flight data processing and exchange systems are in operational use | 25% | Y |
| | | | | 13/11/2014 |
| | Comment: . | | | |
| ITY-COTR-ASP02 | Implement Notification process | | | by:31/12/2012 |
| BHANSA | BH ACC | | 100% | Completed |
| | 1 | Activity started (e.g. Project kicked-off) | 10% | Y |
| | | | | 07/04/2009 |
| | 2 | System/upgrade procured | 30% | Y |
| | | | | 13/11/2014 |
| | 3 | Flight data processing and exchange system is capable of transmission and reception of the required flight data (e.g. ABI OLDI message) between ATC units | 35% | Y |
| | | | | 13/11/2014 |
| | 4 | Procedures implementing the Notification process are tested, validated and in operational use | 25% | Y |
| | | | | 13/11/2014 |
| ITY-COTR-ASP03 | Implement Initial Coordination process | | | by:31/12/2012 |
| BHANSA | BH ACC | | 100% | Completed |
| | 1 | Activity started (e.g. Project kicked-off) | 10% | Y |
| | | | | 07/04/2009 |
| | 2 | System/upgrade procured | 30% | Y |
| | | | | 13/11/2014 |
| | 3 | Flight data processing and exchange system is capable of transmission and reception of the required flight data (e.g. ACT OLDI message) between ATC units | 35% | Y |
| | | | | 13/11/2014 |
| | 4 | Procedures implementing the Initial Coordination process are tested, validated and in operational use | 25% | Y |
| | | | | 13/11/2014 |

| | | | |
|----------------|---|-------------|------------------|
| ITY-COTR-ASP04 | Implement Revision of Coordination process | | by:31/12/2012 |
| BHANSa | BH ACC | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y 07/04/2009 |
| 2 | System/upgrade procured | 30% | Y 13/11/2014 |
| 3 | Flight data processing and exchange system is capable of transmission and reception of the required flight data (e.g. REV OLDI message) between ATC units | 35% | Y 13/11/2014 |
| 4 | Procedures implementing the Revision of Coordination process are tested, validated and in operational use | 25% | Y 13/11/2014 |
| ITY-COTR-ASP05 | Implement Abrogation of Coordination process | | by:31/12/2012 |
| BHANSa | BH ACC | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y 07/04/2009 |
| 2 | System/upgrade procured | 30% | Y 13/11/2014 |
| 3 | Flight data processing and exchange system is capable of transmission and reception of the required flight data (e.g. MAC OLDI message) between ATC units | 35% | Y 13/11/2014 |
| 4 | Procedures implementing the Abrogation of Coordination process are tested, validated and in operational use | 25% | Y 13/11/2014 |
| ITY-COTR-ASP06 | Implement Basic Flight Data process | | by:31/12/2012 |
| BHANSa | BH ACC | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y 07/04/2009 |
| 2 | System/upgrade procured | 30% | Y 13/11/2014 |
| 3 | Flight data processing and exchange system is capable of transmission and reception of the required flight data (e.g. BFD OLDI message) between ATC units | 35% | Y 13/11/2014 |
| 4 | Procedures implementing the Basic Flight Data process are tested, validated and in operational use | 25% | Y 13/11/2014 |
| ITY-COTR-ASP07 | Implement Change to Basic Flight Data process | | by:31/12/2012 |
| BHANSa | BH ACC | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y 07/04/2009 |
| 2 | System/upgrade procured | 30% | Y 13/11/2014 |
| 3 | Flight data processing and exchange system is capable of transmission and reception of the required flight data (e.g. CFD OLDI message) between ATC units | 35% | Y 13/11/2014 |
| 4 | Procedures implementing the Change to Basic Flight Data process are tested, validated and in operational use | 25% | Y 13/11/2014 |
| ITY-COTR-ASP10 | Develop safety assessment | | by:31/12/2012 |
| BHANSa | - | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y 07/04/2009 |
| 2 | Safety Assessment drafted | 30% | Y 13/11/2014 |
| 3 | Safety Assessment delivered to the competent authority | 60% | Y 13/11/2014 |

| | | | |
|---|---|-------------|-----------------------|
| ITY-COTR-ASP11 | Organise training to Air Traffic Control personnel | | by:31/12/2012 |
| BHANSa | BH ACC | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y 07/04/2009 |
| 2 | Training ongoing | 40% | Y 13/11/2014 |
| 3 | Training completed | 50% | Y 13/11/2014 |
| MIL (By:12/2012) | | | |
| Mil. Authority | | % | Not Applicable |
| Military do no provide ATC service to civil flights | | - | - |
| ITY-COTR-MIL01 | Implement Basic Flight Data process | | by:31/12/2012 |
| Mil. Authority | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N - |
| 2 | System/upgrade procured | 30% | N - |
| 3 | Flight data processing and exchange system is capable of transmission and reception of the required flight data (e.g. BFD OLDI message) between ATC units | 35% | N - |
| 4 | Procedures implementing the Basic Flight Data process are tested, validated and in operational use | 25% | N - |
| ITY-COTR-MIL02 | Implement Change to Basic Flight Data process | | by:31/12/2012 |
| Mil. Authority | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N - |
| 2 | System/Function procured | 30% | N - |
| 3 | Flight data processing and exchange system is capable of transmission and reception of the required flight data (e.g. CFD OLDI message) between ATC units | 35% | N - |
| 4 | Procedures implementing the Change to Basic Flight Data process are tested, validated and in operational use | 25% | N - |

| | | | | |
|---------------------------------------|---|---|------|-----------------|
| ITY-FMTP | Common Flight Message Transfer Protocol (FMTP) | | 100% | Completed |
| | <u>Timescales:</u> | | | |
| | 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 | | | |
| Links to Enablers: CTE-C06 | | | | |
| Links to ICAO ASBUs: B0-FICE, B1-FICE | | | | |
| FMTP was implemented in November2014. | | | | 31/12/2014 |
| ASP (By:12/2014) | | | | |
| BHANSA | | | 100% | Completed |
| FMTP was implemented in November2014. | | | - | 31/12/2014 |
| ITY-FMTP-ASP01 | Upgrade and put into service communication systems to support information exchange via FMTP between FDPS(s) for the purpose of notification, coordination and transfer of the flights between ATC units | | | by:31/12/2014 |
| BHANSA | - | | 100% | Completed |
| | 1 | Activity started (e.g. Project kicked-off) | 10% | Y 31/12/2014 |
| | 2 | Upgraded communications system/function procured | 30% | Y 31/12/2014 |
| | 3 | Communications system/function installed | 35% | Y 31/12/2014 |
| | 4 | Upgraded communication systems/functions tested, validated and in operational use | 25% | Y 31/12/2014 |
| ITY-FMTP-ASP02 | Develop safety assessment for the changes | | | by:31/12/2014 |
| BHANSA | - | | 100% | Completed |
| | 1 | Activity started (e.g. Project kicked-off) | 10% | Y 31/12/2014 |
| | 2 | Draft Safety Assessment produced | 30% | Y 31/12/2014 |
| | 3 | Safety Assessment, including safety arguments for the changes, submitted to the NSA | 60% | Y 31/12/2014 |
| ITY-FMTP-ASP03 | Train technical staff | | | by:31/12/2014 |
| BHANSA | - | | 100% | Completed |
| | 1 | Activity started (e.g. Project kicked-off) | 10% | Y 31/12/2014 |
| | 2 | Training ongoing | 40% | Y 31/12/2014 |
| | 3 | Training completed | 50% | Y 31/12/2014 |

| MIL (By:12/2014) | | | |
|--|---|-----|----------------|
| Mil. Authority | | % | Not Applicable |
| Military do no provide ATC service to civil flights | | - | - |
| ITY-FMTP-MIL01 | Upgrade and put into service communication systems to support information exchange via FMTP between FDPS(s) for the purpose of notification, coordination, transfer of the flights and civil-military coordination between ATS units and controlling military units | | by:31/12/2014 |
| Mil. Authority | | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N |
| | | | - |
| 2 | Upgraded communications system/function procured | 30% | N |
| | | | - |
| 3 | Communications system/function installed | 35% | N |
| | | | - |
| 4 | Upgraded communication systems/functions tested, validated and in operational use | 25% | N |
| | | | - |
| Comment: Military do no provide ATC service to civil flights | | | |

| | | | | |
|--|---|--|--------------------------------|---------------|
| ITY-SPI | Surveillance Performance and Interoperability | | 100% | Completed |
| | <u>Timescales:</u> | | | |
| | Entry into force of regulation: 13/12/2011 | | | |
| | ATS unit operational capability: 12/12/2013 | | | |
| | EHS and ADS-B Out in transport-type State aircraft : 07/06/2020 | | | |
| | ELS in transport-type State aircraft : 07/06/2020 | | | |
| Ensure training of MIL personnel: 07/06/2020 | | | | |
| Retrofit aircraft capability: 07/06/2020 | | | | |
| Links to Enablers: GSURV-0101 | | | | |
| Links to ICAO ASBUs: B0-ASUR | | | | |
| The objective is planned to be completed by end of 2020. | | | | 25/04/2019 |
| REG (By:02/2015) | | | | |
| BHDCA | | | 100% | Completed |
| . | | | - | 25/04/2019 |
| ITY-SPI-REG01 | Conduct safety oversight for the existing surveillance chain | | | by:05/02/2015 |
| BHDCA | - | | 100% | Completed |
| | 1 | Activity started (e.g. Project kicked-off) | 10% | Y |
| | | | | 25/04/2019 |
| | 2 | Safety assessment has been received from the ANSP | 30% | Y |
| | | | | 25/04/2019 |
| Comment: FHA received in October 2018. | | | | |
| | 3 | Safety assessment has been reviewed and results communicated to the ANSP | 60% | Y |
| | | | | 25/04/2019 |
| ASP (By:02/2015) | | | | |
| BHANSA | | | 100% | Completed |
| - | | | New ARTAS system / Upgrade DPS | 25/04/2019 |
| ITY-SPI-ASP01 | Ensure interoperability of surveillance data | | | by:12/12/2013 |
| BHANSA | - | | 100% | Completed |
| | 1 | Activity started (e.g. Project kicked-off) | 10% | Y |
| | | | | 25/04/2019 |
| | 2 | Agreements on data exchange based on a common protocol have been signed | 30% | Y |
| | | | | 25/04/2019 |
| | 3 | Surveillance data is exchanged based on the common protocol | 60% | Y |
| | | | | 25/04/2019 |
| ITY-SPI-ASP02 | Conduct Safety Assessment for the existing surveillance chain | | | by:05/02/2015 |
| BHANSA | - | | 100% | Completed |
| | 1 | Activity started (e.g. Project kicked-off) | 10% | Y |
| | | | | 25/04/2019 |
| | 2 | Safety Assessment drafted | 30% | Y |
| | | | | 25/04/2019 |
| | 3 | Safety Assessment delivered to the competent authority | 60% | Y |
| | | | | 25/04/2019 |
| Comment: . | | | | |

| | | | |
|------------------|---|------|-----------------|
| ITY-SPI-ASP03 | Conduct Safety Assessment for changes introduced to the surveillance infrastructure | | by:12/12/2013 |
| BHANSa | - | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y 25/04/2019 |
| 2 | Safety Assessment drafted | 30% | Y 25/04/2019 |
| 3 | Safety Assessment delivered to the competent authority | 60% | Y 25/04/2019 |
| Comment: | | | |
| ITY-SPI-ASP04 | Ensure the training of personnel | | by:12/12/2013 |
| BHANSa | - | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y 25/04/2019 |
| Comment: | Training of personnel - March 2019. | | |
| 2 | Training ongoing | 40% | Y 25/04/2019 |
| 3 | Training completed | 50% | Y 25/04/2019 |
| MIL (By:06/2020) | | | |
| Mil. Authority | | % | Not Applicable |
| not applicable | - | | - |
| ITY-SPI-MIL01 | Carriage and operation of Mode S Elementary Surveillance avionics | | by:07/06/2020 |
| Mil. Authority | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N - |
| 2 | Provide percentage of applicable State aircraft equipped # | 90% | N - |
| Comment: | | | |
| ITY-SPI-MIL02 | Carriage and operation of Mode S Enhanced Surveillance and ADS-B Out avionics | | by:07/06/2020 |
| Mil. Authority | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N - |
| 2 | Provide percentage of applicable transport-type State aircraft equipped # | 90% | N - |
| ITY-SPI-MIL03 | Ensure the training of personnel | | by:07/06/2020 |
| Mil. Authority | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N - |
| 2 | Training ongoing | 40% | N - |
| 3 | Training completed | 50% | N - |

| | | | | |
|------------------|---|--|-----|-----------------|
| NAV03.1 | RNAV 1 in TMA Operations | | 0% | Not yet planned |
| | <u>Timescales:</u> Initial operational capability: 01/01/2001 Locally determined number of RNAV1 SID/STAR, where established: 06/06/2030 | | | |
| No plan. | | | | - |
| REG (By:06/2030) | | | | |
| BHDCA | | | % | Not yet planned |
| - | | | - | - |
| NAV03.1-REG01 | Verify the transition plan for PBN in ANS provision | | | by:06/06/2030 |
| BHDCA | - | | % | Not yet planned |
| 1 | Activity started (e.g. Project kicked-off) | | 10% | - |
| 2 | The verification conducted | | 60% | - |
| 3 | The outcome of the verification has been notified to ANSP | | 30% | - |
| ASP (By:06/2030) | | | | |
| BHANSA | | | 0% | Not yet planned |
| No plan | | | - | - |
| NAV03.1-ASP01 | Develop an airspace concept based on RNAV 1 arrival and departure procedures | | | by:06/06/2030 |
| BHANSA | - | | 0% | Not yet planned |
| 1 | Activity started (e.g. Project kicked-off) | | 10% | N |
| 2 | Airspace concept drafted | | 30% | N |
| 3 | Airspace concept validated | | 35% | N |
| 4 | Airspace concept approved | | 25% | N |
| NAV03.1-ASP02 | Provide appropriate terrestrial navigation infrastructure to support RNAV 1 operations | | | by:06/06/2030 |
| BHANSA | - | | 0% | Not yet planned |
| 1 | Project/task for deploying appropriate terrestrial navigation infrastructure to support RNAV operation has kicked off | | 10% | N |
| Comment: No plan | | | | - |
| 2 | Appropriate infrastructure is procured | | 30% | N |
| Comment: No plan | | | | - |
| 3 | Appropriate infrastructure is installed | | 35% | N |
| Comment: No plan | | | | - |
| 4 | Appropriate infrastructure is tested, validated & available for operational use | | 25% | N |
| Comment: No plan | | | | - |

| | | | |
|---------------|---|-----|-----------------|
| NAV03.1-ASP03 | Train air traffic controllers in RNAV 1 procedures | | by:06/06/2030 |
| BHANSAs | - | 0% | Not yet planned |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N |
| | | | - |
| Comment: | No plan | | |
| 2 | Training of ATCOs in RNAV procedures is ongoing | 40% | N |
| | | | - |
| Comment: | No plan | | |
| 3 | Training of ATCOs in RNAV procedures is completed | 50% | N |
| | | | - |
| Comment: | No plan | | |
| NAV03.1-ASP05 | Develop and implement at least one RNAV 1 SID and RNAV 1 STAR per instrument RWY | | by:06/06/2030 |
| BHANSAs | - | 0% | Not yet planned |
| 1 | Project/task for developing RNAV arrival & departure procedures has kicked off | 10% | N |
| | | | - |
| Comment: | No plan | | |
| 2 | RNAV arrival & departure procedures are developed | 30% | N |
| | | | - |
| Comment: | No plan | | |
| 3 | RNAV arrival & departure procedures are tested & validated | 35% | N |
| | | | - |
| Comment: | No plan | | |
| 4 | RNAV arrival & departures procedures are published in national AIP and in operational use | 25% | N |
| | | | - |
| Comment: | No plan | | |
| NAV03.1-ASP11 | Develop a local RNAV 1 safety assessment | | by:06/06/2030 |
| BHANSAs | - | 0% | Not yet planned |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N |
| | | | - |
| Comment: | No plan | | |
| 2 | Local RNAV safety case has been drafted | 30% | N |
| | | | - |
| Comment: | No plan | | |
| 3 | Local RNAV safety case has been approved by NSA | 60% | N |
| | | | - |
| Comment: | No plan | | |
| NAV03.1-ASP12 | Establish the transition plan for PBN in ANS provision | | by:06/06/2030 |
| BHANSAs | - | % | Not yet planned |
| 1 | Activity started (e.g. Project kicked-off) | 10% | |
| | | | - |
| 2 | Document drafted | 30% | |
| | | | - |
| 3 | Document approved/released | 60% | |
| | | | - |

| | | | |
|---------------|---|-----|------------------------|
| NAV03.1-ASP13 | Develop and implement all RNAV 1 SID and RNAV 1 STAR per instrument RWY | | by:06/06/2030 |
| BHANS | - | % | Not yet planned |
| 1 | Project/task for implementing RNAV1 arrival and departure procedures has kicked off | 10% | - |
| 2 | RNAV1 arrival and departure procedures are developed | 30% | - |
| 3 | RNAV1 arrival and departure procedures are tested & validated | 35% | - |
| 4 | RNAV1 arrival and departure procedures are published in national AIP and in operational use | 25% | - |

| | | | | |
|---|---|--|-----|-----------------|
| NAV03.2 | RNP 1 in TMA Operations | | 0% | Planned |
| | Timescales: | | | |
| | Start: 07/08/2018 | | | |
| | Locally determined number of RNP1 SID/STAR, where established.: 06/06/2030 | | | |
| Links to DP Families: 1.2.3 - RNP 1 Operations in high density TMAs (ground capabilities), 1.2.4 - RNP 1 operations (aircraft capabilities) | | | | |
| No plan. | | | | 31/12/2025 |
| REG (By:06/2030) | | | | |
| BHDCA | | | 0% | Planned |
| - | | | - | 31/12/2025 |
| NAV03.2-REG01 | Verify the transition plan for PBN in ANS provision | | | by:06/06/2030 |
| BHDCA | - | | 0% | Planned |
| | 1 | Activity started (e.g. Project kicked-off) | 10% | N 31/12/2025 |
| | 2 | The verification conducted | 60% | N 31/12/2025 |
| | 3 | The outcome of the verification has been notified to ANSP | 30% | N 31/12/2025 |
| ASP (By:06/2030) | | | | |
| BHANSA | | | 0% | Planned |
| No plan. | | | - | 31/12/2025 |
| NAV03.2-ASP01 | Develop an airspace concept based on designated RNP 1 arrival and departure procedures with Radius to Fix (RF) | | | by:06/06/2030 |
| BHANSA | - | | 0% | Planned |
| | 1 | Activity started (e.g. Project kicked-off) | 10% | N 31/12/2025 |
| | 2 | Airspace concept drafted | 30% | N 31/12/2025 |
| | 3 | Airspace concept validated | 35% | N 31/12/2025 |
| | 4 | Airspace concept approved | 25% | N 31/12/2025 |
| NAV03.2-ASP02 | Where necessary, provide appropriate navigation infrastructure to support RNP 1 operations including the infrastructure required for GNSS reversion | | | by:06/06/2030 |
| BHANSA | Sarajevo TMA | | 0% | Planned |
| | 1 | Project/task for deploying appropriate terrestrial navigation infrastructure to support RNP 1 operations including the infrastructure required for GNSS reversion has kicked off | 10% | N 31/12/2025 |
| | 2 | Appropriate infrastructure is procured | 30% | N 31/12/2025 |
| | 3 | Appropriate infrastructure is installed | 35% | N 31/12/2025 |
| | 4 | Appropriate infrastructure is tested, validated & available for operational use | 25% | N 31/12/2025 |
| NAV03.2-ASP03 | Train air traffic controllers in RNP1 with Radius to Fix (RF) procedures | | | by:06/06/2030 |
| BHANSA | Sarajevo TMA | | 0% | Planned |
| | 1 | Activity started (e.g. Project kicked-off) | 10% | N 31/12/2025 |
| | 2 | Training of ATCOs in RNP1 with Radius to Fix (RF) procedures is ongoing | 40% | N 31/12/2025 |
| | 3 | Training of ATCOs in RNP1 with Radius to Fix (RF) procedures is completed | 50% | N 31/12/2025 |

| | | | |
|---------------|--|-----|-----------------|
| NAV03.2-ASP04 | Implement at least one RNP1 SID and STAR with radius to Fix (RF), per instrument RWY | | by:06/06/2030 |
| BHANSa | Sarajevo TMA | 0% | Planned |
| 1 | Project/task for implementing RNP1 arrival and departure procedures with radius to Fix (RF) has kicked off | 10% | N 31/12/2025 |
| 2 | RNP1 arrival and departure procedures with radius to Fix (RF) are developed | 30% | N 31/12/2025 |
| 3 | RNP1 arrival and departure procedures with radius to Fix (RF) are tested & validated | 35% | N 31/12/2025 |
| 4 | RNP1 arrival and departure procedures with radius to Fix (RF) are published in national AIP and in operational use | 25% | N 31/12/2025 |
| NAV03.2-ASP05 | Develop a local safety assessment | | by:06/06/2030 |
| BHANSa | - | 0% | Planned |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N 31/12/2025 |
| 2 | Local safety assessment has been drafted | 30% | N 31/12/2025 |
| 3 | Local safety assessment has been submitted to the NSA | 60% | N 31/12/2025 |
| NAV03.2-ASP06 | Establish the transition plan for PBN in ANS provision | | by:06/06/2030 |
| BHANSa | - | 0% | Planned |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N 31/12/2025 |
| 2 | Document drafted | 30% | N 31/12/2025 |
| 3 | Document approved/released | 60% | N 31/12/2025 |
| NAV03.2-ASP07 | Implement all RNP1 SID and STAR with radius to Fix (RF), per instrument RWY | | by:06/06/2030 |
| BHANSa | - | 0% | Planned |
| 1 | Project/task for implementing RNP1 arrival and departure procedures with radius to Fix (RF) has kicked off | 10% | N 31/12/2025 |
| 2 | RNP1 arrival and departure procedures with radius to Fix (RF) are developed | 30% | N 31/12/2025 |
| 3 | RNP1 arrival and departure procedures with radius to Fix (RF) are tested & validated | 35% | N 31/12/2025 |
| 4 | RNP1 arrival and departure procedures with radius to Fix (RF) are published in national AIP and in operational use | 25% | N 31/12/2025 |

| | | | | |
|---|---|--|------------|---------------|
| NAV10 | RNP Approach Procedures to instrument RWY | | 0% | Planned |
| | <u>Timescales:</u> | | | |
| | Initial operational capability: 01/06/2011 | | | |
| | Instrument RWY ends served by precision approach (including PCP airports): 25/01/2024 | | | |
| | | Instrument RWY ends without precision approach at other ECAC+ instrument RWYs.: 25/01/2024 | | |
| Links to DP Families: 1.2.1 - RNP Approaches with vertical guidance, 1.2.2 - Geographic database for procedure design | | | | |
| Planned | | | 25/01/2024 | |
| REG (By:01/2024) | | | | |
| BHDCA | | | 0% | Planned |
| Planned | | | - | 25/01/2024 |
| NAV10-REG01 | Apply EASA material to local national regulatory activities | | | by:25/01/2024 |
| BHDCA | - | | 0% | Planned |
| | 1 | Activity started (e.g. Project kicked-off) | 10% | N |
| | | | | 25/01/2024 |
| | 2 | Regulatory material drafted | 30% | N |
| | | | | 25/01/2024 |
| | 3 | Regulatory material approved and published | 60% | N |
| | | | | 25/01/2024 |
| NAV10-REG02 | Verify the transition plan for PBN in ANS provision | | | by:25/01/2024 |
| BHDCA | - | | 0% | Planned |
| | 1 | Activity started (e.g. Project kicked-off) | 10% | N |
| | | | | 25/01/2024 |
| | 2 | The verification conducted | 60% | N |
| | | | | 25/01/2024 |
| | 3 | The outcome of the verification has been notified to ANSP | 30% | N |
| | | | | 25/01/2024 |
| ASP (By:01/2024) | | | | |
| BHANSA | | | 0% | Planned |
| Planned | | | - | 25/01/2024 |
| NAV10-ASP01 | Design and Publish RNP approach procedures to LNAV, LNAV/VNAV and LPV minima to RWYs served by precision approach | | | by:25/01/2024 |
| BHANSA | - | | 0% | Planned |
| | 1 | Project/task for developing LNAV, LNAV/VNAV and LPV minima has kicked off | 10% | N |
| | | | | 25/01/2024 |
| | 2 | Procedures to LNAV, LNAV/VNAV and LPV minima are developed for all applicable airports/runway ends | 30% | N |
| | | | | 25/01/2024 |
| | 3 | Procedures to LNAV, LNAV/VNAV and LPV minima are tested & validated for all applicable airports/runway ends | 35% | N |
| | | | | 25/01/2024 |
| | 4 | Procedures to LNAV, LNAV/VNAV and LPV minima are published in national AIP for all applicable airports/runway ends | 25% | N |
| | | | | 25/01/2024 |
| NAV10-ASP03 | Develop National safety case for RNP approach down to LNAV/VNAV and LPV minima | | | by:25/01/2024 |
| BHANSA | - | | 0% | Planned |
| | 1 | Activity started (e.g. Project kicked-off) | 10% | N |
| | | | | 25/01/2024 |
| | 2 | National safety case for operations to LNAV, LNAV/VNAV and LPV minima has been drafted | 30% | N |
| | | | | 25/01/2024 |
| | 3 | National safety case for operations to LNAV, LNAV/VNAV and LPV minima has been approved by NSA | 60% | N |
| | | | | 25/01/2024 |

| | | | |
|-------------|---|-----|-----------------|
| NAV10-ASP04 | Publish in AIPs all coordinates data in WGS-84 in accordance with ICAO Annex 15 requirements and Article 14 of Regulation (EU) No 73/2010 | | by:25/01/2024 |
| BHANSa | - | 0% | Planned |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N 25/01/2024 |
| 2 | WGS-84 co-ordinates data have been defined for all applicable airports | 30% | N 25/01/2024 |
| 3 | WGS-84 co-ordinates data have been published in AIP for all applicable airports | 60% | N 25/01/2024 |
| NAV10-ASP05 | Design and Publish RNP approach procedures to LNAV, LNAV/VNAV and LPV minima to RWYs without precision approach | | by:25/01/2024 |
| BHANSa | - | 0% | Planned |
| 1 | Project/task for developing LNAV, LNAV/VNAV and LPV minima has kicked off | 10% | N 25/01/2024 |
| 2 | Procedures to LNAV, LNAV/VNAV and LPV minima are developed for all applicable airports/runway ends | 30% | N 25/01/2024 |
| 3 | Procedures to LNAV, LNAV/VNAV and LPV minima are tested & validated for all applicable airports/runway ends | 35% | N 25/01/2024 |
| 4 | Procedures to LNAV, LNAV/VNAV and LPV minima are published in national AIP for all applicable airports/runway ends | 25% | N 25/01/2024 |
| NAV10-ASP06 | Design and Publish RNP non-precision (NPA) approach procedures to LNAV minima | | by:25/01/2024 |
| BHANSa | - | 0% | Planned |
| 1 | Project/task for developing procedures to LNAV minima has kicked off | 10% | N 25/01/2024 |
| 2 | Procedures to LNAV minima are developed for all applicable airports/runway ends | 30% | N 25/01/2024 |
| 3 | Procedures to LNAV minima are tested & validated for all applicable airports/runway ends | 35% | N 25/01/2024 |
| 4 | Procedures to LNAV minima are published in national AIP for all applicable airports/runway ends | 25% | N 25/01/2024 |
| NAV10-ASP07 | Establish the transition plan for PBN in ANS provision | | by:25/01/2024 |
| BHANSa | - | 0% | Planned |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N 25/01/2024 |
| 2 | Document drafted | 30% | N 25/01/2024 |
| 3 | Document approved/released | 60% | N 25/01/2024 |
| NAV10-ASP08 | At PCP airport, Design and Publish RNP approach procedures to LNAV, LNAV/VNAV and LPV minima to RWYs without precision approach | | by:- |
| BHANSa | - | 0% | Planned |
| 1 | Project/task for developing procedures to LNAV, LNAV/VNAV and LPV minima has kicked off | 10% | N 25/01/2024 |
| 2 | Procedures to LNAV, LNAV/VNAV and LPV minima are developed for all applicable airports/runway ends | 30% | N 25/01/2024 |
| 3 | Procedures to LNAV, LNAV/VNAV and LPV minima are tested & validated for all applicable airports/runway ends | 35% | N 25/01/2024 |
| 4 | Procedures to LNAV, LNAV/VNAV and LPV minima are published in national AIP for all applicable airports/runway ends | 25% | N 25/01/2024 |

| | | | |
|-------------|---|-----|-----------------|
| NAV10-ASP09 | At PCP airport, Design and Publish RNP non-precision (NPA) approach procedures to LNAV minima | | by:- |
| BHANSa | - | 0% | Planned |
| 1 | Project/task for developing procedures to LNAV minima has kicked off | 10% | N 25/01/2024 |
| 2 | Procedures to LNAV minima are developed for all applicable airports/runway ends | 30% | N 25/01/2024 |
| 3 | Procedures to LNAV minima are tested & validated for all applicable airports/runway ends | 35% | N 25/01/2024 |
| 4 | Procedures to LNAV minima are published in national AIP for all applicable airports/runway ends | 25% | N 25/01/2024 |

| | | | |
|-------------------------------|---|-----|------------------------|
| NAV12 | ATS IFR Routes for Rotorcraft Operations <u>Timescales:</u> IFR ATS route above/below FL150, SID and STAR for Rotorcraft Operations, where established: 06/06/2030 | % | Not yet planned |
| No plan at the moment. | | | - |
| REG (By:06/2030) | | | |
| BHDCA | | % | Not yet planned |
| Not yet planned | | | - |
| NAV12-REG01 | Verify the transition plan for PBN in ANS provision | | by:06/06/2030 |
| BHDCA | - | % | Not yet planned |
| 1 | Activity started (e.g. Project kicked-off) | 10% | - |
| 2 | The verification conducted | 60% | - |
| 3 | The outcome of the verification has been notified to ANSP | 30% | - |
| ASP (By:06/2030) | | | |
| BHANSA | | % | Not yet planned |
| Not yet planned | | | - |
| NAV12-ASP01 | Implement low-level IFR routes (LLR) for rotorcraft operations | | by:06/06/2030 |
| BHANSA | - | % | Not yet planned |
| 1 | Project/task for implementing LLR procedures for rotorcraft has kicked off | 10% | - |
| 2 | LLR procedures for rotorcraft are developed | 30% | - |
| 3 | LLR procedures for rotorcraft are tested & validated | 35% | - |
| 4 | LLR procedures for rotorcraft are published in national AIP and in operational use | 25% | - |
| NAV12-ASP02 | Train air traffic controllers procedures supporting low-level IFR routes (LLR) in TMA and other routes for rotorcraft operations | | by:06/06/2030 |
| BHANSA | - | % | Not yet planned |
| 1 | Activity started (e.g. Project kicked-off) | 10% | - |
| 2 | Training ongoing | 40% | - |
| 3 | Training completed | 50% | - |
| NAV12-ASP03 | Develop a local safety assessment for the implementation of low-level IFR routes (LLR) in TMA and other ATS routes for rotorcraft operations | | by:06/06/2030 |
| BHANSA | - | % | Not yet planned |
| 1 | Activity started (e.g. Project kicked-off) | 10% | - |
| 2 | Document drafted | 30% | - |
| 3 | Document approved/released | 60% | - |

| | | | |
|-------------|--|-----|-----------------|
| NAV12-ASP04 | Implement Rotorcraft ATS routes above FL150 | | by:06/06/2030 |
| BHANSAs | - | % | Not yet planned |
| 1 | Project/task for ATS routes for rotorcraft has kicked off | 10% | - |
| 2 | ATS routes for rotorcraft are developed | 30% | - |
| 3 | ATS routes for rotorcraft are tested & validated | 35% | - |
| 4 | ATS routes for rotorcraft are published in national AIP and in operational use | 25% | - |
| NAV12-ASP05 | Implement Rotorcraft ATS routes below FL150 | | by:06/06/2030 |
| BHANSAs | - | % | Not yet planned |
| 1 | Project/task for ATS routes for rotorcraft has kicked off | 10% | - |
| 2 | ATS routes for rotorcraft are developed | 30% | - |
| 3 | ATS routes for rotorcraft are tested & validated | 35% | - |
| 4 | ATS routes for rotorcraft are published in national AIP and in operational use | 25% | - |
| NAV12-ASP06 | Implement one rotorcraft RNP0.3, RNP01 or RNAV1 SID and STAR per instrument RWY | | by:06/06/2030 |
| BHANSAs | - | % | Not yet planned |
| 1 | Project/task for PBN SID and STAR for rotorcraft has kicked off | 10% | - |
| 2 | PBN SID and STAR for rotorcraft are developed | 30% | - |
| 3 | PBN SID and STAR for rotorcraft are tested & validated | 35% | - |
| 4 | PBN SID and STAR for rotorcraft are published in national AIP and in operational use | 25% | - |
| NAV12-ASP07 | Implement all rotorcraft RNP0.3, RNP01 or RNAV1 SID and STAR per instrument RWY | | by:06/06/2030 |
| BHANSAs | - | % | Not yet planned |
| 1 | Project/task for PBN SID and STAR for rotorcraft has kicked off | 10% | - |
| 2 | PBN SID and STAR for rotorcraft are developed | 30% | - |
| 3 | PBN SID and STAR for rotorcraft are tested & validated | 35% | - |
| 4 | PBN SID and STAR for rotorcraft are published in national AIP and in operational use | 25% | - |
| NAV12-ASP08 | Establish the transition plan for PBN in ANS provision | | by:06/06/2030 |
| BHANSAs | - | % | Not yet planned |
| 1 | Activity started (e.g. Project kicked-off) | 10% | - |
| 2 | Document drafted | 30% | - |
| 3 | Document approved/released | 60% | - |

| | | | | |
|--|--|-----|------------|---------------|
| SAF11 | Improve Runway Safety by Preventing Runway Excursions | | 62% | Late |
| | <u>Timescales:</u> Initial operational capability: 01/09/2013 Full operational capability: 31/01/2018 | | | |
| | Links to Enablers: PRO-006a | | | |
| The implementation of the European Action Plan for the Prevention of Runway Excursions is planned by 2020. | | | | 25/01/2024 |
| REG (By:01/2018) | | | | |
| BHDCA | | | 0% | Late |
| Established the oversight activities, planned by 2020. | | | - | 31/12/2020 |
| SAF11-REG01 | Implement the appropriate parts of the European Action Plan for the Prevention of Runway Excursions | | | by:31/01/2018 |
| BHDCA | - | | 0% | Late |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N | |
| | | | 31/12/2020 | |
| 2 | Documentation for the EAPPRE has been drafted, approved, released and disseminated by the State Authorities | 15% | N | |
| | | | 31/12/2020 | |
| 3 | Oversight activities arrangements, e.g. audit plans for the EAPPRE have been drafted, agreed & validated by the State Authorities | 25% | N | |
| | | | 31/12/2020 | |
| 4 | The applicable measures and oversight activities arrangements have been agreed, validated & implemented, i.e. through the appropriate reporting mechanism by the State Authorities | 50% | N | |
| | | | 31/12/2020 | |
| ASP (By:12/2014) | | | | |
| BHANSA | | | 100% | Completed |
| Completed | | | - | 31/12/2019 |
| SAF11-ASP01 | Implement the appropriate parts of the European Action Plan for the Prevention of Runway Excursions | | | by:31/12/2014 |
| BHANSA | - | | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y | |
| | | | 31/12/2019 | |
| Comment: | European Action Plan for the Prevention of Runway Excursions is part of Safety Annual Plan 2019. 13.11-14.11.2019. - BHANSA in coordination with EUROCONTROL organized Workshop "Implementation of EAPPRE and EAPPRI". | | | |
| 2 | The applicable measures for the Action plan, part 3.1, 3.2 and 3.3 have been drafted by the ANSP | 30% | Y | |
| | | | 31/12/2019 | |
| 3 | The applicable measures for the Action plan part 3.1, 3.2 and 3.3 have been agreed & validated by the ANSP | 35% | Y | |
| | | | 31/12/2019 | |
| 4 | The applicable measures have been implemented, i.e. through the appropriate reporting mechanism by the ANSP | 25% | Y | |
| | | | 31/12/2019 | |
| 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 | - | | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y | |
| | | | 31/12/2019 | |
| 2 | The applicable measures for the Action plan, part 3.3 have been drafted by the AIS Providers | 30% | Y | |
| | | | 31/12/2019 | |
| 3 | The applicable measures for the Action plan part 3.3 have been agreed & validated by the AIS Providers | 35% | Y | |
| | | | 31/12/2019 | |
| 4 | The applicable measures have been implemented, i.e. through the appropriate reporting mechanism by the AIS Providers | 25% | Y | |
| | | | 31/12/2019 | |

| | | | |
|-------------------------|--|-------------|------------------|
| SAF11-ASP03 | Implement the appropriate parts of the European Action Plan for the Prevention of Runway Excursions with regard to the provision of meteorological services for international aviation | | by:31/12/2014 |
| BHANSÁ | - | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y 31/12/2019 |
| 2 | The applicable measures for the Action plan, part 3.2 have been drafted | 30% | Y 31/12/2019 |
| 3 | The applicable measures for the Action plan part 3.2 have been agreed & validated | 35% | Y 31/12/2019 |
| 4 | The applicable measures have been implemented, i.e. through the appropriate reporting mechanism | 25% | Y 31/12/2019 |
| APO (By:12/2014) | | | |
| SARAJEVO Airport | | 10% | Late |
| in progress | - | | 25/01/2024 |
| SAF11-APO01 | Implement the appropriate parts of the European Action Plan for the Prevention of Runway Excursions | | by:31/12/2014 |
| SARAJEVO Airport | - | 10% | Late |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y 31/12/2020 |
| 2 | The applicable measures for the Action plan, part 3.1, 3.2 and 3.3 have been drafted by the Airport Operators | 30% | N 25/01/2024 |
| 3 | The applicable measures for the Action plan part 3.1, 3.2 and 3.3 have been agreed & validated by the Airport Operators | 35% | N 25/01/2024 |
| 4 | The applicable measures have been implemented, i.e. through the appropriate reporting mechanism by the Airport Operators | 25% | N 25/01/2024 |

2. Implementation Projects - Details

2.1. National Projects

| New AMHS | | | |
|---|-------------|------------------------------------|---------------------------|
| Organisation(s): | BHANSA (BA) | | Type of project: National |
| Schedule: | 2Q 2020 | | |
| Status: | - | | |
| Description: | - | | |
| Link and references | | | |
| ATM MP links: | L3: COM10 | | |
| Other links: | - | | |
| Project included in RP2 Performance Plan: | - | Name/Code in RP2 Performance Plan: | - |
| Project included in DP: | - | Name/Code in DP: | - |
| Performance contribution | | | |
| Safety: | | - | |
| Environment: | | - | |
| Capacity: | | - | |
| Cost-efficiency: | | - | |
| Operational efficiency: | | - | |
| Security: | | - | |

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

| New MET | | | |
|---|-------------------------|------------------------------------|---------------------------|
| Organisation(s): | BHANSA (BA) | | Type of project: National |
| Schedule: | mid 2021 | | |
| Status: | procurement in progress | | |
| Description: | - | | |
| Link and references | | | |
| ATM MP links: | - | | |
| Other links: | - | | |
| Project included in RP2 Performance Plan: | - | Name/Code in RP2 Performance Plan: | - |
| Project included in DP: | - | Name/Code in DP: | - |
| Performance contribution | | | |
| Safety: | | - | |
| Environment: | | - | |
| Capacity: | | - | |
| Cost-efficiency: | | - | |
| Operational efficiency: | | - | |
| Security: | | - | |

| New Military Radio stations | | | |
|---|-------------------------|------------------------------------|---------------------------|
| Organisation(s): | Mil. Authority (BA) | | Type of project: National |
| Schedule: | mid 2019 | | |
| Status: | procurement in progress | | |
| Description: | - | | |
| Link and references | | | |
| ATM MP links: | L3: ITY-AGVCS2 | | |
| Other links: | - | | |
| Project included in RP2 Performance Plan: | - | Name/Code in RP2 Performance Plan: | - |
| Project included in DP: | - | Name/Code in DP: | - |
| Performance contribution | | | |
| Safety: | | - | |
| Environment: | | - | |
| Capacity: | | - | |
| Cost-efficiency: | | - | |
| Operational efficiency: | | - | |
| Security: | | - | |

| New Radio Stations (APP) | | | |
|---|-------------------------|------------------------------------|---------------------------|
| Organisation(s): | BHANSA (BA) | | Type of project: National |
| Schedule: | 1Q 2021 | | |
| Status: | procurement in progress | | |
| Description: | - | | |
| Link and references | | | |
| ATM MP links: | L3: COM11.1, ITY-AGVCS2 | | |
| Other links: | - | | |
| Project included in RP2 Performance Plan: | - | Name/Code in RP2 Performance Plan: | - |
| Project included in DP: | - | Name/Code in DP: | - |
| Performance contribution | | | |
| Safety: | | - | |
| Environment: | | - | |
| Capacity: | | - | |
| Cost-efficiency: | | - | |
| Operational efficiency: | | - | |
| Security: | | - | |

| New Radio stations and sites (ACC) | | | |
|---|---|------------------------------------|---------------------------|
| Organisation(s): | BHANSA (BA) | | Type of project: National |
| Schedule: | end 2019 | | |
| Status: | implemented | | |
| Description: | BHANSA will implement new Radio stations (for en-route) and sites in support of 8.33 kHz AG Voice Channel spacing | | |
| Link and references | | | |
| ATM MP links: | L3: COM11.1, ITY-AGVCS2 | | |
| Other links: | - | | |
| Project included in RP2 Performance Plan: | Y | Name/Code in RP2 Performance Plan: | Investment 3 |
| Project included in DP: | N | Name/Code in DP: | - |
| Performance contribution | | | |
| Safety: | +++ | - | |
| Environment: | + | - | |
| Capacity: | +++ | - | |
| Cost-efficiency: | + | - | |
| Operational efficiency: | +++ | - | |
| Security: | | - | |

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

| New VCS (APP) | | | |
|---|-------------------------|------------------------------------|---------------------------|
| Organisation(s): | BHANSA (BA) | | Type of project: National |
| Schedule: | 1Q 2021 | | |
| Status: | Procurement in progress | | |
| Description: | - | | |
| Link and references | | | |
| ATM MP links: | L3: COM11.1 | | |
| Other links: | - | | |
| Project included in RP2 Performance Plan: | - | Name/Code in RP2 Performance Plan: | - |
| Project included in DP: | - | Name/Code in DP: | - |
| Performance contribution | | | |
| Safety: | | - | |
| Environment: | | - | |
| Capacity: | | - | |
| Cost-efficiency: | | - | |
| Operational efficiency: | | - | |
| Security: | | - | |

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

2.2. FAB Projects

| Airspace Task Force | | | |
|---|---|------------------------------------|----------------------|
| Organisation(s): | ASP ANS CR (CZ), Austrocontrol (AT), BHANSA (BA), CCL Service Provider (HR), HungaroControl (HU), Letové prevádzkové služby Slovenskej republiky, štátny podnik (SK), Slovenia Control (SI) | | Type of project: FAB |
| Schedule: | Start: 10.04.2019, End: 30.05.2020 | | |
| Status: | Activities are ongoing | | |
| Description: | <p>‘FAB CE cross-border airspace improvements’ activity has been superseded by the establishment of the FAB CE Airspace Task Force (ATF) which, together with the NM, assesses potential changes to FAB CE (static) sector alignment. ATF is a dedicated task force established to ensure the alignment of the European Network developments in the context of the European Airspace Architecture Study with the FAB CE airspace strategy. ATF is an interim body operating and reporting directly to the FAB CE Steering Committee while complementing some tasks performed by the OPS SubC. The ATF’s specific tasks include:</p> <ul style="list-style-type: none">• Identification and proposal of solutions related to interface functionality of FAB CE FRA airspace, specifically with regard to static FAB CE sector alignment and associated service provision, consistent with already agreed-upon design principles at European level;• Performing its duties in co-operation and participation with the Network Manager;• Focusing on operational issues only;• Considering further integration of the already existing FRA initiatives and other known developments (e.g. implementation of FRA in the Czech Republic) as well as other activities planned and foreseen on the network level., and;• Proposing implementation activities to be undertaken on local level between the affected ANSPs/States and coordinated through existing FAB CE structures. | | |
| Link and references | | | |
| ATM MP links: | L3: AOM21.2 | | |
| Other links: | SESAR Key Feature: Advanced Air Traffic Services DP2018 Families: AF 3.2.1, AF 3.2.3, AF 3.2.4, AF #4 FAB CE Strategic Objectives: <ul style="list-style-type: none">• FSO5, target 5.1: Implement Free Route Airspace “Baseline scenario”.• FSO10, target 10.3: Incorporate actions supporting the SESAR deployment (Deployment Plan / Programme 2015) in the joint FAB CE planning process and planning documentation. | | |
| Project included in RP2 Performance Plan: | N | Name/Code in RP2 Performance Plan: | - |
| Project included in DP: | N | Name/Code in DP: | - |

| 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 |
| Security: | | - |
| Cooperation Activities: | See 'Description/Scope' for details | |

| 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: | Start 3.1.2011, End: Continuous | |
| Status: | FAB CE FRA Study was completed in 2017. Other activities above are ongoing. | |
| Description: | <p>FAB CE Development of Operational Performance and ATM Strategies (DEVOPS, previously Project 1) covers annual updates of FAB CE Network Operations Plan (FNOP), development and updates of the FAB CE Airspace Plan including FRA implementation monitoring, DAM/STAM improvements and activities related to cross-border re-sectorization, sectors capacity improvements and to development of the Operational Excellence Programme as foreseen by the EAAS. FAB CE FRA implementation monitoring is an on-going task which has been transferred under FAB CE Airspace Plan activity since the last report. The following tasks are assigned to the activity:</p> <ul style="list-style-type: none"> • Identification and finalization the sector configuration plan based on national SCP updates for the upcoming summer; • Integration of the relevant FAB CE strategic developments to FNOP; • Consistency cross-check of FAB CE Airspace Plan and FNOP; • Incorporation of updated STATFOR Medium-Term Forecast data to update FNOP; • Submitting the FNOP to JCMACC for (pre)validation; • Participation at EUROCONTROL CaPlan sub-group meeting; • Finalisation of the FNOP; • Communication of all changes and updates to ACC summer season demand/capacity plans to FNOPG for FNOP update; • Provision of an update on the execution of the summer season (hotspot analysis); • Preparation the initial draft of the required Sector Configuration Plan for the following year; • Analysis of the Network Operations Reports and extracting the relevant information for next FNOP planning cycle; • Incorporation of the Network Performance Plan (NPP). <p>Operational Excellence Project (OEP) is a cross-domain activity collecting best practices and potential quick wins (through changes in operational procedures, rostering, smaller adaptations to systems, etc.) to provide these to all FAB CE ANSPs as a repository of potential improvements which can be implemented at their own discretion. OEG will collect data from multiple domains contributing to multiple Key Performance Areas (KPA) with the goal of improving each ANSPs performance in these KPAs while minimising ANSP resource utilisation in achieving these improvements. By collecting and sharing best practices and quick wins all FAB CE ANSPs can benefit from the experiences of other ANSPs and can adopt proven processes and procedures without investing significant time and resources in the research and validation of these practices. It is initially planned to be performed as one-off activity during the period between 2019 – 2020, covering all FAB CE ANSP, with the aim to support the European airspace re-configuration.</p> <p>The OEP covers all operational areas including Air Traffic Control, Air Traffic Flow and Capacity Management, Human Resources, Environment, Strategic Planning and System Support.</p> <p>DEVOPS Capacity and Flow Improvement activity is focused on tasks aimed at identifying specific issues related to FAB CE network performance and proposing solutions thereto. The activity contains a set of tasks performed under the umbrella of the FNOPG with the aim of improving FAB CE network performance and associated performance targets.</p> | |

| Link and references | | | |
|---|---|--|---|
| ATM MP links: | L3: AOM21.2 | | |
| Other links: | SESAR Key Feature: Advanced air traffic services DP2018 Families: AF 3.2.1, AF 3.2.3, AF 3.2.4, AF #4 FAB CE Strategic Objectives: <ul style="list-style-type: none">FSO5, target 5.1: Implement Free Route Airspace "Baseline scenario"FSO10, target 10.3: Incorporate actions supporting the SESAR deployment (Deployment Programme) in the joint FAB CE planning process and planning documentation | | |
| Project included in RP2 Performance Plan: | Y | Name/Code in RP2 Performance Plan: | FAB CE FRA Project (described under NSP actions 'FAB CE Airspace and route structure planning' and 'Free Route Airspace') |
| Project included in DP: | N | Name/Code in DP: | N/A but included in DP16 under ‘102AF3 Free route airspace from the Black Forest to the Black Sea’ |
| Performance contribution | | | |
| Safety: | + | The baseline assumption is that the potential implementation of FRA in the region is safety neutral or positive, i.e. the level of safety does degrade due to the introduction of FRA. | |
| Environment: | +++ | The project will contribute to increased flight efficiency through coordinated step-by-step implementation and further development of regional FRA initiatives | |
| Capacity: | ++ | The project will contribute to increased capacity through optimised sectorisation and coordinated capacity planning | |
| Cost-efficiency: | + | The project will contribute to improved cost efficiency through more efficient use of resources due to coordinated approach | |
| Operational efficiency: | ++ | Advanced ATS required for FRA implementation will have a positive impact on all aspects of operational efficiency | |
| Security: | | - | |
| Cooperation Activities: | See 'Description/Scope' for details | | |

| FAB CE Contingency Readiness - Phase II | | | |
|---|--|--|----------------------|
| Organisation(s): | ASP ANS CR (CZ), Austrocontrol (AT), BHANSA (BA), CCL Service Provider (HR), HungaroControl (HU), Letové prevádzkové služby Slovenskej republiky, štátny podnik (SK), Slovenia Control (SI) | | Type of project: FAB |
| Schedule: | Start: 01.01.2019, End: 31.12.2020 | | |
| Status: | Activities are ongoing | | |
| Description: | FAB CE Contingency Readiness Phase II is a continuation of Phase I which resulted in commonly agreed concept, procedures and technical enablers for the management of short- and medium-term (less than ~2 hours) contingency event. Phase II addresses management of long-term contingency events (beyond ~2 hours duration) and provides for a common coordination platform for coordinating and monitoring the implementation activities of Phase I. Due to the delays in NM coordination the project mobilisation has been delayed and activities are planned to take place during 2020. | | |
| Link and references | | | |
| ATM MP links: | - | | |
| Other links: | SESAR Key Feature: Advanced Air Traffic Services DP2018 Families: none FAB CE Strategic Objectives: <ul style="list-style-type: none">No direct link but activity supports strategic objectives in FSO9 and FSO10 | | |
| Project included in RP2 Performance Plan: | N | Name/Code in RP2 Performance Plan: | - |
| Project included in DP: | N | Name/Code in DP: | - |
| Performance contribution | | | |
| Safety: | + | Positive impact during contingency events | |
| Environment: | | - | |
| Capacity: | + | Positive impact during contingency events | |
| Cost-efficiency: | + | Positive impact due to harmonised approach and more efficient use of resources | |
| Operational efficiency: | + | Positive impact during contingency events | |
| Security: | | - | |
| Cooperation Activities: | See 'Description/Scope' for details | | |

| Navigation infrastructure optimization project | | | |
|--|--|------------------------------------|----------------------|
| Organisation(s): | ASP ANS CR (CZ), Austrocontrol (AT), BHANSA (BA), CCL Service Provider (HR), HungaroControl (HU), Letové prevádzkové služby Slovenskej republiky, štátny podnik (SK), Slovenia Control (SI) | | Type of project: FAB |
| Schedule: | Start: April 2018, End: February 2020 | | |
| Status: | On-going | | |
| Description: | <p>NAV optimization project within the FAB CE is expected to:</p> <ul style="list-style-type: none">• Develop a process for coordinated NAV infrastructure and preventive maintenance planning where operational dependencies are evident. This will lead to a proactive consultation process and a FAB CE-wide information exchange regarding NAV systems to improve cost-effectiveness.• Analyse NAVAID infrastructure and coverage including those of neighbouring countries. This is an opportunity to identify a space for improvement, including operational inter-dependencies and requirements. Use coverage maps, sharing NAV data and technical operation experience.• Solve of practical operational issues:<ul style="list-style-type: none">o Assess a vulnerability of the GNSS and agree on monitoring of the signal and identification of the signal interferences (define most likely scenarios or impact analysis).o Assess how FRA influences RNAV in the whole FRA airspace (e.g. what minimum altitudes should be used, what is a required DME/DME and/or VOR/DME coverage, etc.). | | |
| Link and references | | | |
| ATM MP links: | - | | |
| Other links: | <p>CNS Rationalisation</p> <p>DP2018 Families: AF1– Extended AMAN and PBN in high density TMA:</p> <ul style="list-style-type: none">• AF1.2.3 – RNP 1 Operations in high density TMAs (ground capabilities)• AF1.2.5 – Advanced RNP routes below FL 310 <p>Enabling aviation infrastructure FAB CE Strategic Objectives:</p> <ul style="list-style-type: none">• FSO6, target 6.1: CNS Infrastructure cost containment activities projected into FAB CE Architecture• FSO6, target 6.3: Incorporate planning of the CNS infrastructure and ATM processing systems aligned with RP planning, to achieve its harmonisation and optimisation in the FAB CE Implementation Plan• FSO6, target 6.4: Establish common operation of CNS infrastructure and ATM processing services as defined by the FAB CE Architecture including shared data processing functions, shared information pool and sharing of human resources where applicable and proven to be beneficial• FSO7, target 7.1: Establish FAB CE common approach to technical operation and corrective / preventive maintenance of systems, including sharing of spare parts | | |
| Project included in RP2 Performance Plan: | 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 improved efficiency of the processes and optimised navigation infrastructure in the region |
| Operational efficiency: | | - |
| Security: | | - |
| Cooperation Activities: | See 'Description/Scope' for details | |

2.3. Multinational Projects

| Innovative transportation services for blind and visually impaired passengers in Danube Region | | |
|--|--|---------------------------------------|
| Organisation(s): | SARAJEVO Airport (BA) | Type of project: Multinational |
| Schedule: | Ongoing | |
| Status: | - | |
| Description: | <p>There are estimated to be over 30 million blind and partially sighted persons in geographical Europe (European Blind Union). 84% of them travel at least once a year and 29% of these travel at least once a month. However, the level of accessibility of principal transportation facilities (airports, ports, trains) to blind passengers is still very low in entire Danube Region. Even though there are some good practices, more than 96% of transport system remains not totally accessible to people with visual impairments. Many blind passengers find it difficult, and in some cases impossible, to use conventional transportation such as airplanes and railways: blind and visually impaired travellers do not have equal access to information regarding transportation (details about arrivals, departures and schedule irregularities), mobile phone applications are not accessible or consistently up-to-date, no adequate tactile devices, transport personnel are often not trained to support and adequately communicate with partially sighted travellers, lacking of adequate infrastructure, different national legislations.</p> <p>It is very challenging for people with visual impairments to have an independent travel experiences. They have to rely on the assistance of personnel to get them from the ticketing counter to their gate. This certainly ensures their ability to travel, but presents several constraints when compared to sighted people's experience such as longer waiting time, fear to get lost and the inability to explore the station/airport in order to find restrooms, restaurants, shops etc.</p> <p>The accessibility is not only about "helping the blind person to depart/arrive" but it is also about designing and implementing a set of services which will ensure an equal treatment of all people travelling across the Region.</p> <p>The overall objective is to improve the accessibility of different transportation facilities (e.g airports, ports, train stations) to blind and visually impaired passengers by allowing them to have a full access to all information and services, such as for passengers without disabilities.</p> <p>With regards to objectives, there are:</p> <ul style="list-style-type: none"> - Identification of solutions (services, assistive technologies) to be transferred in Danube Region; - Testing of new services to improve the level of accessibility; - Improving specific competences of personnel working with passengers; - Designing the concept of totally accessible transportation systems to blind and visually impaired passengers. <p>Dubrovnik Airport Varna Airport Budapest Airport Ljubljana Airport Bratislava Airport Nuremberg Airport Podgorica Airport Sarajevo Airport Zeljeznice Austrije Luka Kotor Luka Dubrovnik Transportation Center Budapest University of Maribor European Union of Blind</p> | |

| Link and references | | | |
|---|---|------------------------------------|---|
| ATM MP links: | - | | |
| Other links: | - | | |
| Project included in RP2 Performance Plan: | - | Name/Code in RP2 Performance Plan: | - |
| Project included in DP: | - | Name/Code in DP: | - |
| Performance contribution | | | |
| Safety: | | - | |
| Environment: | | - | |
| Capacity: | | - | |
| Cost-efficiency: | | - | |
| Operational efficiency: | | - | |
| Security: | | - | |
| Cooperation Activities: | - | | |

3. Annexes

3.1. Specialists involved in the ATM implementation reporting for Bosnia and Herzegovina

LSSIP Co-ordination

| LSSIP Focal Points | Organisation | Name |
|--------------------------------|---|--|
| LSSIP National Focal Point | BHDCA | Mr. Radomir Gavrić |
| LSSIP Focal Point for NSA/CAA | - | |
| LSSIP Focal Point for ANSP | - | Mr. Zoran Blažević Mr. Vlado Jurić Mr. Darijo Stojkić Mrs. Sanela Zekić Mr. Slavenko Buha Mr. Ivica Primorac Mrs. Zorica Stanković Mr. Dalibor Ninković Mr. Adnan Hurtić Mr. Aleksandar Škondrić Mr. Mirsad Hadžialić Mr. Davor Rotim Mr. Muhamed Hodžić Mr. Slavoljub Stanišić |
| LSSIP Focal Point for Airport | Airport Sarajevo | Mr. Nermin Zijadić Mr. Vahidin Zukanović |
| LSSIP Focal Point for Military | Ministry of Defense of Bosnia and Herzegovina | Mr. Josip Brajković Mr. Vladimir Grujić |

EUROCONTROL LSSIP Support

| Function | Directorate | Name |
|----------------------|-------------|--|
| LSSIP Contact Person | NMD/INF/PAS | Marina LOPEZ RODRIGUEZ |
| LSSIP Support Team | NMD/INF/PAS | lssip.support@eurocontrol.int |