Local Single Sky ImPlementation (LSSIP) BOSNIA AND HERZEGOVINA

Years 2011-2015
Level 1

EUROCONTROL

FOREWORD

By

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Dear colleagues,

The European Air Traffic Management system's good performance depends on regular operational and technical improvements.

Recognising this fact as far back as 1993, EUROCONTROL launched a robust process for ECAC States and their Air Navigation Service Providers (ANSPs) to co-ordinate, plan and monitor the implementation of a variety of enhancement projects. This process was known at the time as the ECIP/LCIP - the European Convergence and Implementation Plan / Local Convergence and Implementation Plan. As an outcome of this process, individual State LCIP documents were produced every year. They compiled information on:

- how national Stakeholders integrated agreed implementation actions into their national plans;
- whether they were following the deployment dates of the ECIP implementation objectives;
- if they were meeting the European Performance Targets set by the Provisional Council.

With the adoption of the European Union initiative for a Single European Sky (SES) and the introduction of the SESAR programme, the ECIP/LCIP process was adapted and renamed ESSIP/LSSIP (European/Local Single Sky ImPlementation).

Now the process combines the relevant local implementation plans and progress data but also, and successfully for a third year, the LSSIP monitors progress made in the implementation of the Single European Sky legislation, integrating the data provided by European Union (EU) member and associated States.

The previous two cycles of SES local reporting through the LSSIP have established a sound and effective process. EU members and associated States are fulfilling their reporting obligations to the European Commission (Article 12 of Regulation (EC) No 549/2004 and Article 8 of Regulation (EC) No 2150/2005), and are able to benchmark their level of implementation against other States. The process is fully transparent – stakeholders are informed and involved in all stages. It has also remained flexible, thus accommodating the reporting obligations of non-EU ECAC States, allowing them to demonstrate as appropriate how far they have implemented the EUROCONTROL Regulatory Requirements and Specifications.

The template for the LSSIP 2011-2015 remains with four distinct parts, clearly separating the different levels of accountability, yet the Part IV (Performance) is now already referring to the Performance Scheme as part of the SES II legislative package.

The LSSIP can, obviously, only be as good as the information it contains and so it remains essential that all Stakeholders provide the right quality and quantity of information. The entire ATM community involved needs to have a clear, complete picture of the status of implementation actions on a European level in order to identify emerging issues and suggest potential corrective measures - as stipulated in the European Implementation Progress Report and the EUROCONTROL Report on SES Legislation Implementation.

I would like to thank you for the work you have done in contributing to the LSSIP - proof of your commitment to the principles of transparency and partnership and, as such, to the benefit of the entire ATM community.

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LINKS TO REFERENCE DOCUMENTS

1. LSSIP Guidance Material: http://www.eurocontrol.int/lssip/public/standard_page/GUIDANCE.html
2. ESSIP documents for the years 2011-2015: www.eurocontrol.int/essip
3. European Implementation Progress Report for the year 2009: www.eurocontrol.int/essip
4. STATFOR Forecasts: www.eurocontrol.int/statfor/public/standard_page/forecast_methodology.html
5. ATFM Monthly Summaries: http://www.cfmu.eurocontrol.int/j_nip/cfmu/public/standard_page/data_provision_reporting.html
6. Acronyms and abbreviations: http://www.eurocontrol.int/epr/gallery/content/public/docs/guides/acronyms_april08%20low.pdf
7. Single European Sky (SES): www.eurocontrol.int/sesreporting
8. European ATM Master Plan: http://www.eurocontrol.int/sesar/public/standard_page/masterplan.html
9. Previous LSSIP Documents: www.eurocontrol.int/lssip

TABLE OF CONTENTS

ANNEXES

Executive Summary

I - State context

Bosnia and Herzegovina is a member of ICAO, ECAC, Eurocontrol, ECAA and JAA.
Council of Ministers of Bosnia and Herzegovina on October 06, 2005 approved the BH ATM Strategy, which has given the framework for the developments in the domain of ANS as well as in the domain of Regulatory. One of the most important developments was the separation of operational and regulatory functions, establishment of the independent and single, national Regulatory body and one Air Navigation Services Agency.
In the period of October 2005 until the end of 2009, Bosnia and Herzegovina concluded the Loan Agreement with the European Bank for Reconstruction and Development (EBRD). BH's obligation under this Loan Agreement was to establish the independent institutions of the regulator and the service provider.Under the new Aviation Law (Official Gazette of Bosnia and Herzegovina No 39/09) the Civil Aviation policy including ATM is under the authority and responsibility of the Ministry of Communications and Transport of Bosnia and Herzegovina. Bosnia and Herzegovina Directorate of Civil Aviation performs duties and have authority and responsibility for the execution of the Regulator function and for oversight in civil aviation and air traffic control.
Under the Law on Agency for Air Navigation Services in Bosnia and Herzegovina (Official Gazette of Bosnia and Herzegovina No 43/09) Air navigation services in the airspace over the territory of Bosnia and Herzegovina shell provided Bosnia and Herzegovina Agency for Air Navigation Services (BHANSA). This Law also prescribed the foundation, responsibilities, authorities and management, as well as other issues essential to the establishment of the BHANSA.
Bosnia and Herzegovina formally separated operational and regulatory functions through the Aviation Law and Law on Agency for Air Navigation Services in Bosnia and Herzegovina. Final separation is not yet effective.
All activities which have a role to establish BHANSA in a full capacity will be finished in 2011.
Final separation of regulatory and operational functions will be finished until the end of 2011.

II - Implementation of ESSIP Objectives

Bosnia and Herzegovina stakeholders are committed to implement all Pan-European objectives with the least possible delays. Particular emphasis has been put on the Safety objectives. Despite the fact that a new Aviation Law was passed only in 2009, the national stakeholders have already implemented the majority of these objectives or portion of them, through the respective SLOAs, to the extent the current legislation permits.

There is a number of objectives whose implementation is dependant upon the implementation of new BHATM System. The system is expected to become operational for the provision of the en-route ATS by the end of 2012. In the meantime, some of the objectives will be fulfilled by their implementation by the neighbouring systems since the current service provision in the en-route airspace is being delegated to CCL (Croatian ANSP) and SMATSA (Serbian and Montenegrin ANSP).

	LSSIP 2011-2015 - Bosnia and Herzegovina		Implementation Completion dates										
	Active ESSIP Objectives	**Ch**	**2006**	**2007**	**2008**	**2009**	**2010**	**2011**	**2012**	**2013**	**2014**	**2015**	**2016**
AOM - Airspace Organisation and Management													
AOM18	*Implement ATS Route Network (ARN) - Version 6*	-											
AOM13.1	*Harmonise Operational Air Traffic (OAT) and General Air Traffic (GAT) handling*	-											
AOM19	*Implement Advanced Airspace Management*	-											
AOP - Airport ATS													
AOP04.1	*Implement Advanced Surface Movement Guidance and Control System (A-SMGCS) Level I*												
LQSA-Sarajevo		-											
AOP04.2	*Implement Advanced Surface Movement Guidance and Control System (A-SMGCS) Level 2*												
LQSA-Sarajevo		-											
AOP01.2	*Implement airside capacity enhancement method and best practices based on Eurocontrol capacity and efficiency implementation manual*												
LQSA-Sarajevo		-											
AOP08	*Implement Airport Airside Capacity Planning Method*												
LQSA-Sarajevo		-											
AOP03	*Improve runway safety by preventing runway incursions*	-											
AOP05	*Implement airport Collaborative Decision Making (CDM)*												
LQSA-Sarajevo		-											
ATC - Air Traffic Control													
ATC02.2	*Implement ground based safety nets - Short Term Conflict Alert (STCA) - level 2*	-											
ATC07.1	*Implement arrival management tools*	-											
ATC12	*Implement automated support for conflict detection and conformance monitoring*	-											
ATC02.5	*Implement ground based safety nets - Area Proximity Warning - level 2*	-											
ATC02.6	*Implement ground based safety nets - Minimum Safe Altitude Warning - level 2*	-											
ATC02.7	*Implement ground based safety nets - Approach Path Monitor - level 2*	-											
COM - Communications													
COM06	*Migrate to ATS-Qsig digital signalling for ground telephone applications*	-											
COM09	*Migrate ground international or regional X.25 data networks or services to the Internet Protocol (IP)*	-											
COM10	*Migrate from AFTN (Aeronautical Fixed Telecommunication Network) to AMHS (ATS Message Handling System)*	-											
ENV - Environment													
ENV01	*Implement Continuous Descent Approach (CDA) techniques for environmental improvements*												
LQSA-Sarajevo		-											
ENV02	*Implement Collaborative Environmental Management (CEM) at Airports*												
LQSA-Sarajevo		-											
FCM - Flow and Capacity Management													
FCM01	*Implement enhanced tactical flow management services*	-											

	LSSIP 2011-2015 - Bosnia and Herzegovina		Implementation Completion dates										
	Active ESSIP Objectives	**Ch**	**2006**	**2007**	**2008**	**2009**	**2010**	**2011**	**2012**	**2013**	**2014**	**2015**	**2016**
FCM03	*Implement collaborative flight planning*	-											
GEN - General													
GEN01	*Implement European ANS contingency measures for Safety Critical Modes of Operation*	-											
HUM - Human Factors													
HUM04	*Implement the European Air Traffic Controller Licence requirements and enhance training of ATCOs*	-											
HUM05	*Enhance Training and Competence Assessment of ATM Staff other than Air Traffic Controllers*	-											
HUM01.1	*Ensure timely availability of Air Traffic Controllers*	-											
HUM02.1	*Integrate Human Factors into ATM Operations*	-											
HUM03.1	*Integrate Human Factors into the lifecycle of ATM systems*	-											
INF - Aeronautical Information Management													
INF01	*Implement the European Aeronautical Information Services (AIS) Database*	-											
INF04	*Implement integrated briefing*	-											
INF05	*Improve end-to-end integrity of aeronautical data.*	-											
ITY - Interoperability													
ITY-FMTP	*Apply a common flight message transfer protocol (FMTP)*	-											
ITY-AGDL	*Initial ATC air-ground data link services above FL-285*	-											
ITY-AGVCS	*Air-Ground voice channel spacing above FL-195*	-											
ITY-COTR	*Implementation of ground-ground automated co-ordination processes*	-											
NAV - Navigation													
NAV03	*Implementation of Precision Area Navigation RNAV (P-RNAV)*	-											
NAV06	*Rationalisation of navigation infrastructure*	-											
NAV10	*Implement Approach Procedures with Vertical Guidance (APV)*	-											
SAF - Safety Management													
SAF04	*Implement measures to reduce the risk of level bust occurrences*	-											
SAF05	*Implement measures to prevent air/ground communications induced safety occurrences.*	-											
SAF10	*Implement measures to reduce the risk to aircraft operations caused by airspace infringements*	-											
SRC - Safety Regulation													
SRC-AUDI	*Implementation of Safety Regulatory Auditing by National Supervisory Authorities*	-											
SRC-CHNG	*Implementation of Safety Oversight of Changes to ATM by National Supervisory Authorities*	-											
SRC-OVCA	*Implementation of ATM Safety Oversight Capabilities by NSAs*	-											
SRC-RLMK	*Implement the EUROCONTROL Safety Regulatory Requirements (ESARRs)*	-											
SRC-SLRD	*Safety Levels and Resolution of Deficiencies*	-											

	LSSIP 2011-2015 - Bosnia and Herzegovina		Implementation Completion dates										
	Active ESSIP Objectives	Ch	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
SUR - Surveillance													
SUR02	*Implement Mode S elementary surveillance*	-											
SUR04	*Implement Mode S enhanced surveillance*	-											
SUR05	*Improve ground-based surveillance using ADS-B in Non Radar Airspace (NRA)*	-											

Understanding the Table

- Objective Completed
- Objective Partially Completed
- Objective Planned
- Late
- No Plan
- Missing Data
- Not Applicable (BH does not participate in this obj.)

NOTE: The year where the coloured box is placed indicates the 'Implementation Completion Date' as stated in the ESSIP for each objective. The Harmonisation Objectives are not reflected in this table.

III - Implementation of SES legislation

Being the ECAA member state, and having ratified the Agreement, Bosnia and Herzegovina submitted a detailed report on the progress of the SES implementation and the degree of implementation of the FUA concept.

The dynamics of the implementation of the SES regulation is mainly affected by the current legal framework. However, BH has passed a new Aviation Law catering for full transposition of the EC Regulations and their enforcement. Despite the old legislation, the Civil Aviation Administration, BHDCA, has managed to produce regulations in parts of the key areas, e.g. Safety.

The Flexible Use of Airspace concept is yet to be introduced. Even though the current military air activities have been of a very limited extent, concentrated only on helicopter low level flights, not necessitating airspace reservations, BH will start establishing civil/military coordinating bodies. The preparations have already started. The FUA implementation will follow the full separation of the regulatory from the services provision role.

IV - Traffic and ATM Performance

En-route Traffic and Capacity

The air traffic services in the en-route portion of the Sarajevo FIR are provided by the service providers from the adjacent states, Croatia and Serbia. The traffic evolution and capacity profiles are detailed in their respective LSSIP document. For Sarajevo FIR, the increase of traffic of 11.5% has been recorded in 2010 compared to 2009.

Cost-effectiveness

In 2012, when Bosnia and Herzegovina's ANS provider is expected to take over the responsibility for the ANS provision in the en-route portion of Sarajevo FIR so the real en-route costs are expected to decrease. In this period 2011-2012, Bosnia and Herzegovina's unit cost is foreseen to decrease by 25%.

The unit cost is expected to continue its downward trend from 2012 by -6% yearly to 2014.

Introduction

The Local Single Sky ImPlementation (LSSIP) documents, as an integral part of the ESSIP/LSSIP mechanism, constitute a five-year plan containing ECAC States' actions to achieve the Implementation Objectives as set out by the ESSIP and to improve the performance of their national ATM System. They also contain a report by the State on its level of compliance against the Single European Sky Regulations, where applicable. This LSSIP documents Edition 2011-2015 describe the situation in the State at the end of December 2010.

The LSSIP documents are structured into four parts to better differentiate the Stakeholder(s) accountable for the information contained in each of them:

- **Part I – State Context** (Chapters 1 to 4), where the key players in the State are presented, and the institutional and geographical scenes are set to help the reader understand the specifics of the State and interpret the rest of the document correctly. It also presents a short description of the main national and regional projects in which the national Stakeholders are involved.

- **Part II – Implementation of ESSIP Objectives** (Chapters 5 to 13), contains high-level information on progress and plans of each ESSIP Objective, grouped per ESSIP domain. The information for each ESSIP Objective is presented in boxes giving a summary of the progress and plans of implementation for each Stakeholder. The conventions used are presented at the beginning of Part II.

  Note: This Part II is completed with a separate document called LSSIP Level 2. This document consists of a set of tables organised in line with the list of ESSIP Objectives. Each table contains all the actions planned by the four national stakeholders to achieve their respective Stakeholder Lines of Action (SLoAs) as established in the ESSIP.

  This Part II is signed at an appropriate management level for each of the Stakeholders involved in the LSSIP. This signature also covers the Level 2 as described above.

- **Part III – Implementation of SES Legislation** (Chapters 14 and 15), where the States are invited to fulfil their reporting obligations to the European Commission comprising the Annual Report on SES Implementation (Article 12 of Regulation (EC) No 549/2004) through Chapter 14, and the Annual Report on the Application of FUA (Article 8 of Regulation (EC) No 2150/2005) through Chapter 15. This Part III, being a State's responsibility, is signed by the Ministry of Transports, or by the authority the Ministry delegates this task to.

- **Part IV – Traffic and ATM Performance** (Chapters 16 to 18), which contains information on the evolution of traffic (en-route and at main airport(s)), and the State's five-year plans to improve its performance and achieve its targets in respect of en-route Capacity and Cost-Effectiveness. In this transition period towards SES II, the signature of this Part IV is to be decided at National level.

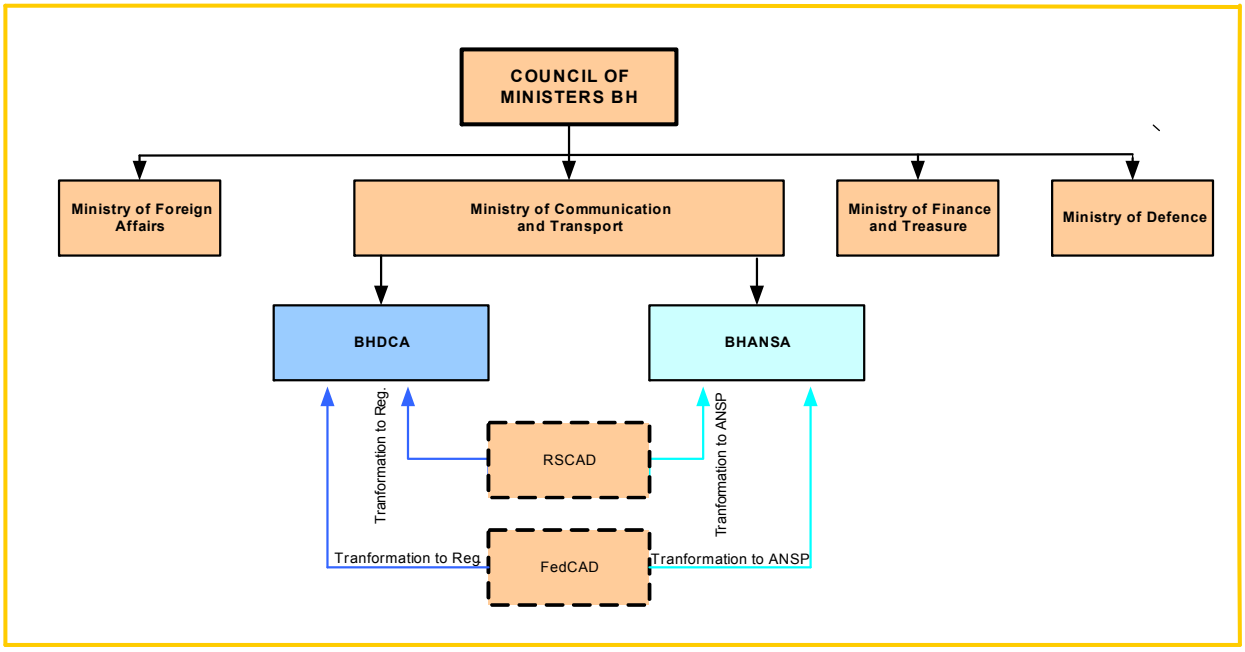
LSSIP 2011-2015

PART I - STATE CONTEXT

The main National Stakeholders involved in ATM in Bosnia and Herzegovina are the following:

- The Ministry of Defence of Bosnia and Herzegovina.
- The Ministry of Communications and Transport of Bosnia and Herzegovina;
- BHDCA, Bosnia and Herzegovina Directorate of Civil Aviation;
- BHANSA, Bosnia and Herzegovina Air Navigation Services Agency;
- The Ministry of Transport and Communications of the Republic of Srpska;
- RSCAD, Republic of Srpska Civil Aviation Directorate;
- The Ministry of Transport and Communications of the Federation of Bosnia and Herzegovina;
- FEDCAD, Federation of Bosnia and Herzegovina Civil Aviation Directorate.

Their activities are detailed in the following subchapters and their relationships are shown in the diagram below.



1.1 Civil Regulator(s)

1.2 General information

Under the present Aviation Law ("Official Gazette of BH" No 39/09), Civil Aviation policy is under the authority of the Ministry of Communications and Transport of Bosnia and Herzegovina.
The Bosnia and Herzegovina Directorate of Civil Aviation (BHDCA) performs duties defined in the Aviation Law, and has the authority and responsibility for the execution of the Regulatory function and for oversight in civil aviation and air traffic control.
The BHDCA may delegate the provision of certification of the Service Provider to another institution duly authorized in accordance with international regulations.
Air Navigation Services in the airspace over the territory of Bosnia and Herzegovina shall be provided by the Air Navigation Services Agency - BHANSA, after the establishment of the BHANSA. The foundation, responsibilities, authorities and management, as well as other issues essential to the establishment of the BHANSA shall be regulated under the Law on Air Navigation Services Agency of Bosnia and Herzegovina.

Air navigation services providers from other countries may continue to provide ANS within the airspace of Bosnia and Herzegovina if so regulated under an international agreement in which one of the contracting parties is Bosnia and Herzegovina
Under the present Aviation Law, it is stipulated that all delegations which BHDCA has given to FED CAD and RS CAD previously, became null and void on 31 December 2009. That delegations are related to: delegation of Functions in the Area of 'Airworthiness' , delegation of Functions in the Area of 'Aviation Training Organizations' for maintenance, allocation of Duties in the Area of 'Approved Maintenance Organization', delegation of Functions to the Entities' Directorates of Civil Aviation in the area of licence issuance and aviation medicine, airports, airport services and facilities, issuance of air operator's certificates, flight approvals, civil aviation security and aviation statistics, delegation of Authority for Provision of Air Traffic Control Services.
The different national entities having their own responsibilities in ATM are summarised in the table below. The BHDCA is further detailed in the following section:

Activity in ATM:	Organisation responsible	Legal Basis
Rule-making	BHDCA	The Aviation Law (Official Gazette of BH" No 39/09)
Safety Oversight	BHDCA	The Aviation Law (Official Gazette of BH" No 39/09)
Establishment of Tolerable Safety Levels	BHDCA	The Aviation Law (Official Gazette of BH" No 39/09)
Safety Performance Monitoring	BHDCA	The Aviation Law (Official Gazette of BH" No 39/09)
Enforcement actions in case of non-compliance with safety regulatory requirements	BHDCA	The Aviation Law (Official Gazette of BH" No 39/09)
Airspace	BHDCA	The Aviation Law (Official Gazette of BH" No 39/09)
Economic	BHDCA	The Aviation Law (Official Gazette of BH" No 39/09)
Environment	BHDCA	The Aviation Law (Official Gazette of BH" No 39/09)
Security	BHDCA	The Aviation Law (Official Gazette of BH" No 39/09)

The National Supervisory Authority, as per SES Service Provision Regulation is described in Chapter 14.

1.2.1 BHDCA

The BHDCA (Bosnia and Herzegovina Directorate of Civil Aviation) is an administrative organization within the Ministry of Communications and Transport of Bosnia and Herzegovina. The seat of the BHDCA is in Banja Luka. The BHDCA has regional offices situated in Sarajevo and Mostar.
BHDCA has continued the legal continuity of the Bosnia and Herzegovina Directorate of Civil Aviation established by the Aviation Law of Bosnia and Herzegovina („BiH Official Gazette No: 2/04).
The BHDCA is the unique civil aviation authority responsible for aircraft registration and issuance, extension and renewal of licences, certificates, endorsements and authorisations in the civil aviation of Bosnia and Herzegovina.
BHDCA performs inspections and controls via authorized inspectors. Inspections and controls may be performed *inter alia* on aircraft, aerodromes and airfields, air traffic control facilities and air operator certificate holders, aviation and other professional personnel.
The BHDCA, as a designated body of the National Supervisory Authority (NSA) for civil aviation, shall certificate the Service Provider and supervise the provision of air navigation services by the service provider, for the purpose of maintaining safety.

1.2.2 BHANSA

BHANSA (Bosnia and Herzegovina Air Navigation Services Agency) is established by the Law on Agency for Air Navigation Services in Bosnia and Herzegovina ("Official Gazette of BH" No 43/09). Under that Law BHANSA is responsible for: the provision of air traffic control services, provision of communication, navigation and surveillance services, provision of aeronautical information services, provision of aeronautical meteorological services, operations of the rescue coordination centre in search and rescue,

education and training of air traffic control staff, export and import for the needs of the Agency, other tasks and operations providing for safe air navigation.
The Agency shall provide air navigation services in the airspace of Bosnia and Herzegovina for the Flight Information Region (FIR Sarajevo).
The Agency may also provide air navigation services beyond the airspace of Bosnia and Herzegovina should it be regulated by an international agreement with Bosnia and Herzegovina being a contracting party therein.
The BHANSA should take over all persons employed in BHDCA, FEDCAD and RSCAD who, at the time when the Law on Agency for Air Navigation Services in Bosnia and Herzegovina ("Official Gazette of BH" No 43/09) came in force, performed duties within the scope of operations of the Agency.
BHANSA shall comprise of organizational units as follows: Main office in Mostar; Area Control Centre (ACC) with operational Air Traffic Control Units in Sarajevo (ATCU I) and Banja Luka (ATCU II); Operational-technical services; Bosnia and Herzegovina Meteorological Watch Office (BiH MET) in Banja Luka; Rescue Coordination Centre of Bosnia and Herzegovina (BH RCC) in Banja Luka, Flight information Service of Bosnia and Herzegovina (FIS) integrated with BHRCC in Banja Luka, Aeronautical Information Services of Bosnia and Herzegovina (AIS BiH) in Mostar; Air Traffic Control Training Centre with ATC simulator in Mostar, International NOTAM office of Bosnia and Herzegovina (BH NOF) in Sarajevo, Approach and Aerodrome Control Units at the controlled airports in Bosnia and Herzegovina: Sarajevo, Banja Luka, Mostar and Tuzla.

The web site of BHDCA is: www.bhdca.gov.ba

For SES and NSA matters, see Chapter 14.

1.3 ANSPs

1.4 The main ANSPs in the Bosnia and Herzegovina:

Name of the ANSP:	**BHANSA (FEDCAD and RSCAD transformed)**		
Governance:	State Ministerial Organs	**Ownership:**	State
Services provided	**Y/N**	**Comment**	
ATC en-route	Y	CCL (Croatia Control Ltd and SMATSA (Serbia and Montenegro ATS Agency), BHANSA (Bosnia and Herzegovina Agency for Air Navigation Services)	
ATC approach	Y	BHANSA	
ATC Airport(s)	Y	BHANSA	
AIS	Y	BHANSA	
CNS	Y	BHANSA	
MET	Y	BHANSA	
ATCO training	Y	Only OJT for Aerodrome and Approach. Other forms of training are provided by external organisations.	
Others	Y	Search and Rescue, BHANSA , (Rescue Coordination Centre)	
Additional information:	The Aviation Law and the Law on Air Navigation Services Agency of Bosnia and Herzegovina, guarantee separation of regulatory and ANSP.		
Provision of services in other State(s):	N		

The web addresses of the organizations providing ANS:

www.crocontrol.hr

www.smatsa.rs

www.fedcad.gov.ba

www.rscad.org

1.5 Military Authorities

Structure of The Ministry of Defence in Bosnia and Herzegovina is as follows:

- Minister of Defence - Policy and Planning Sector
- Joint Staff
- Operational Command

No Military Aviation Authority has been established yet, Division responsible for the using of airspace, airspace defence, organization, definition of military operational requirements is an integral part of Policy and Planning Sector and does not have any particular role in the provision of ATS.

At Operational Command level there is Air Force Air Defence Brigade HQ.

Within the airspace of Bosnia and Herzegovina, air traffic control and related services shall be provided jointly for civil and military air traffic. BH DCA shall ensure efficient co-ordination between civil and military air traffic. The procedures for such co-ordination shall be agreed with MoD BH.

Regulations governing operations of military aircraft within Bosnia and Herzegovina must comply with the basic rules of the air in order not to endanger operations of civil aircraft. Regulations governing operations of military aircraft within Bosnia and Herzegovina shall be developed in co-ordination with Ministry of Communication and Transport BH (BH DCA) and MoD BH. Their regulatory, service provision and user role in ATM are detailed below.

Information on the Application of FUA is in Chapter 15.

1.6 Regulatory role

Regulatory framework and rule-making

OAT		GAT	
OAT and provision of service for OAT governed by national legal provisions?	Y	Provision of service for GAT by the Military governed by national legal provisions?	N
Level of such legal provision: Ministerial Decree, and Air Force Regulation (Standard Operational Procedures)		Level of such legal provision: N/A	
Authority signing such legal provision: Minister of Defence		Authority signing such legal provision: N/A	
These provisions cover:		These provisions cover:	
Rules of the Air for OAT	Y		
Organisation of military ATS for OAT	NA	Organisation of military ATS for GAT	NA
OAT/GAT Coordination	Y	OAT/GAT Coordination	Y
ATCO Training	NA	ATCO Training	NA
ATCO Licensing	NA	ATCO Licensing	NA
ANSP Certification	NA	ANSP Certification	NA
ANSP Supervision	NA	ANSP Supervision	NA
Aircrew Training	Y	ESARR applicability	NA
Aircrew Licensing	NA		
Additional Information: -		Additional Information: -	
Means used to inform airspace users (other than military) about these provisions:		Means used to inform airspace users (other than military) about these provisions:	
National AIP	Y	National AIP	Y
National Military AIP	N	National Military AIP	N
EUROCONTROL eAIP	Y	EUROCONTROL eAIP	Y
Other:	-	Other:	-

Oversight

OAT	GAT
National oversight body for OAT: N/A	NSA (as per SES reg. 550/2004) for GAT services provided by the military: N/A
Additional information: Inspection established at the level of Air Force Air Defence Brigade	Additional information:

1.7 Service Provision role

OAT			GAT	
Services Provided:			Services Provided:	
En-Route	N	Civil ANSPs (BHANSA)	En-Route	N
Approach/TMA	N	Civil ANSPs (BHANSA)	Approach/TMA	N
Airfield/TWR/GND	N	Civil ANSPs (BHANSA)	Airfield/TWR/GND	N
AIS	N	Civil ANSPs (BHANSA)	AIS	N
MET	N	Civil ANSPs (BHANSA)	MET	N
SAR	N	Civil ANSPs (BHANSA)	SAR	N
TSA/TRA monitoring	N		FIS	N
Other:			Other:	
Additional Information:			Additional Information:	

Military ANSP providing GAT services SES certified?	N	If YES, since:		Duration of the Certificate:	
Certificate issued by:			If NO, is this fact reported to the EC in accordance with SES regulations?		N/A
Additional Information:					

1.8 User role

IFR inside controlled airspace, Military aircraft can fly?	OAT only		GAT only		Both OAT and GAT	Y

If Military fly OAT-IFR inside controlled airspace, specify the available options:			
Free Routing	N	Within specific corridors only	Y
Within the regular (GAT) national route network	N	Under radar control	N
Within a special OAT route system	N	Under radar advisory service	Y

If Military fly GAT-IFR inside controlled airspace, specify existing special arrangements:								
No special arrangements				N	Exemption from Route Charges			N
Exemption from flow and capacity (ATFCM) measures				N/A	Provision of ATC in UHF			N
CNS exemptions:	RVSM	N	8.33	N	Mode S	N	ACAS	N
Others:	-							

1.9 Airports

1.10 General information

There are four airports in Bosnia and Herzegovina, namely Banja Luka/Mahovljani, Mostar/Ortiješ, Sarajevo/Butmir and Tuzla/Dubrave are operated by public enterprises that are responsible only for ground services.

1.11 Airport(s) covered by the LSSIP

The airports covered by this LSSIP document are:

- The main national airport of each State,
- The 26 airports identified as potentially having an effect upon the network in terms of ATFCM delays (Cf. Network Operations Plan Summer 2009 - Annex 2 airports).
- Airports with more than 150 000 IFR movements per year.

On the basis of the criteria above, the LSSIP for Bosnia and Herzegovina focuses on Sarajevo, the principal airport in the state.

1.12 Accident/incident Investigation Body

1.13 Technical investigations

The Ministry shall establish an Accident and Incident Investigation Unit and define ways and conditions for the conduct of investigation of accidents and incidents in accordance with international regulations and standards.

The BHDCA shall enact regulations applicable to accidents and incidents investigations, as well as regulations on the notification and reporting of accidents and incidents.

If, during the flight of an aircraft, an accident, as defined in Annex 13 of the Chicago Convention, should occur, an investigation into the accident shall be carried out to determine its causes and the injuries and damage arising from it, in accordance with regulations enacted based on the present Law.

An investigation shall also take place if there has been an incident as defined in Annex 13 of the Chicago Convention or if anything has occurred which indicates a serious defect in the aircraft or in any ground facilities or services for aviation, in accordance with regulations enacted based on the present Law.

The Minister shall appoint an Investigation Committee. For less complicated cases the Ministry may entrust the investigation to a single investigator.

The Investigation Committee, or the investigator, shall have access to any necessary operational, technical and legal expertise as related to the investigation. If the case so requires, the authority that appointed the committee or investigator may request assistance from foreign aviation authorities and accident investigation authorities.

The fundamental objective of an accident or incident investigation shall be the prevention of accidents and incidents. It is not the purpose of this activity to apportion blame or liability.

The investigation committee or investigator may question all those who appear to be able to provide information of significance to the investigation, and may examine articles, documents, records and computer stored information that appear to be of such significance.

The Council of Ministers shall bear all the expenses of the investigation committee or investigator respectively.

The Council of Ministers shall produce a special decision regulating the allowances for the members of the investigation committee or the investigator respectively.

The owner of the aircraft in question shall bear costs of the removal of the aircraft or the aircraft wreckage. The owner of the aircraft shall also bear costs in case that the Investigation Committee or the Investigator should order that the aircraft or the wreckage be removed for investigation purposes.

1.13.1 Collection, Evaluation & Processing of Data

The Ministry shall perform the duties of notification and reporting of aircraft accidents to the ICAO and its member states as required by the Chicago Convention.

The Ministry shall notify all interested parties of the occurrence and commencement of the investigation. They shall be provided with an opportunity to give their statements to the committee or investigator as they consider necessary for the protection of their rights. In so far as this can be done without prejudice to the investigation, they shall be kept informed about the progress of the investigation.

The findings of an accident or incident investigation shall be presented in a report on the investigation in accordance with the requirements of the Chicago Convention.

The Safety Management System Department (SMD) of BHDCA performs the collection, evaluation and processing of data related to the incidents, in accordance with the current Aviation Law and the relevant BHDCA Order. All accident related information and data are forwarded to ECAC.

1.14 Civil-Military Accidents/Incidents

Civil / Military accidents investigations are conducted by the joint Civil / Military Investigation Commission, established on an ad hoc basis, and in accordance with the current Aviation Law and the Defence Minister's Order.

2.1 International Membership

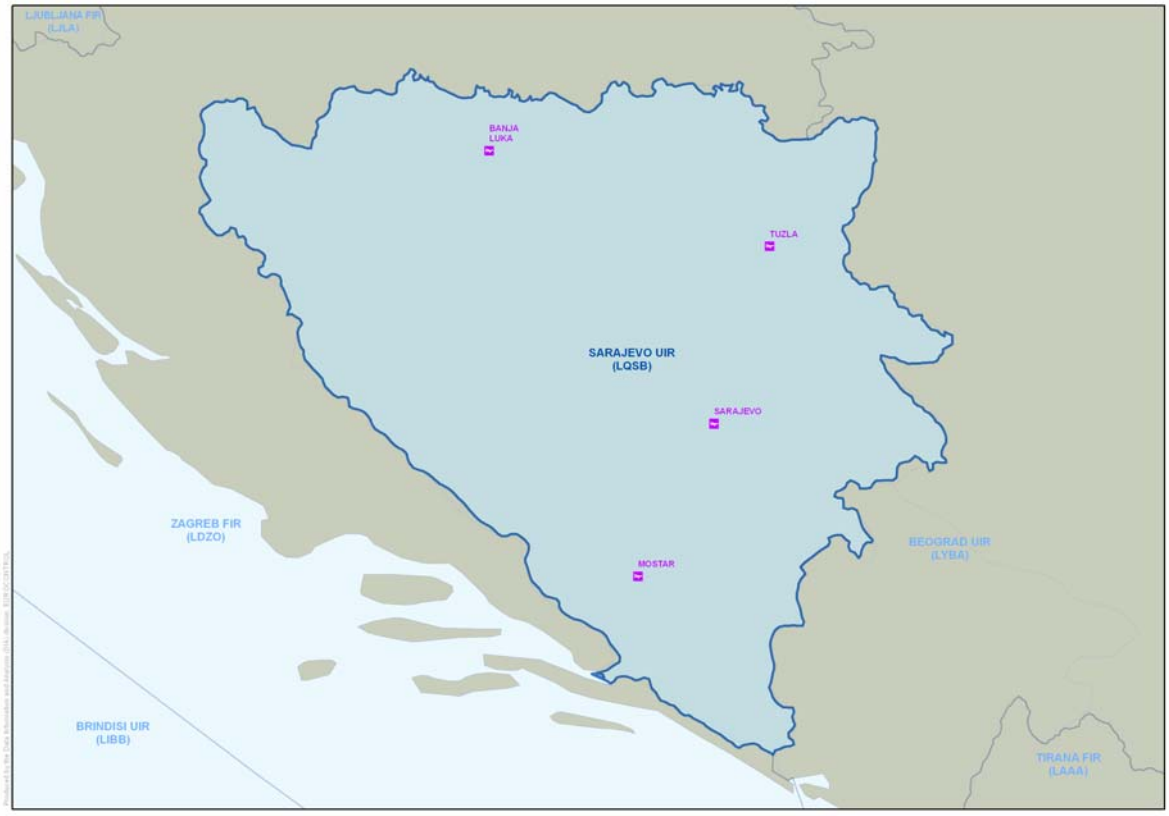
Bosnia and Herzegovina is a Member of the following international aviation organisations:

Organisation		Since
ECAC	✓	2002
EUROCONTROL	✓	2004
European Union		
European Common Aviation Area	✓	2006
EASA		
ICAO	✓	1993
JAA	✓	2008
NATO		

2.2 Geographical description of the FIR

The geographical scope of this document addresses the Sarajevo FIR.

Sarajevo FIR is surrounded by FIRs of three States, namely Croatia, Montenegro, and Serbia.



2.3 ATC units

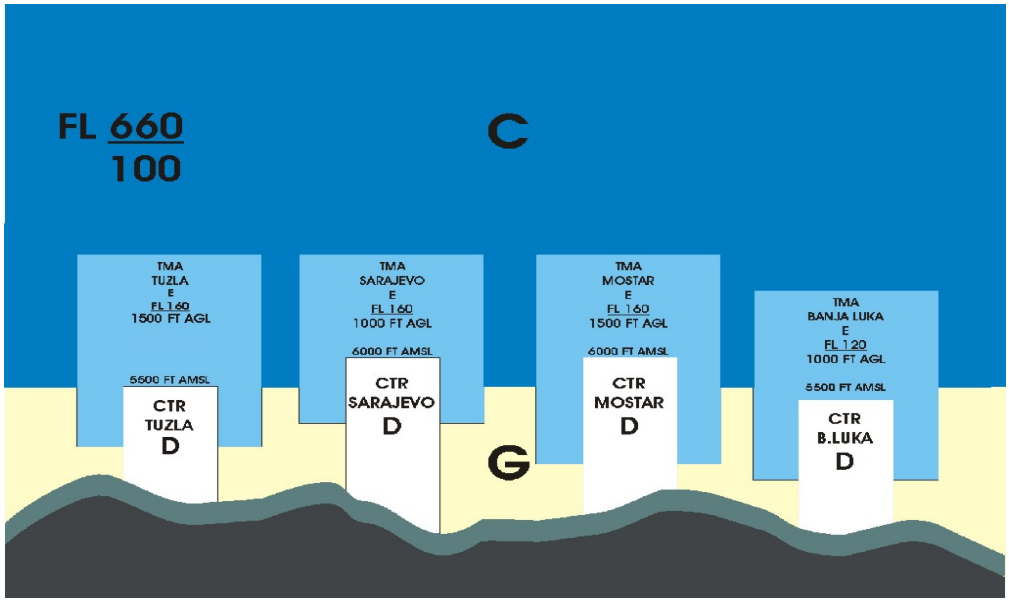
The ATC units in the Bosnia and Herzegovina airspace, which are of concern to this LSSIP are the following:

ATC Unit	Number of sectors		Associated FIR(s)	Remarks
	En-route	TMA		
Banja Luka	NA	1	Sarajevo FIR	Banja Luka ATSU also provides Aerodrome ATC.
Mostar	NA	1	Sarajevo FIR	Mostar ATSU also provides Aerodrome ATC.
Sarajevo	NA	1	Sarajevo FIR	Sarajevo ATSU also provides Aerodrome ATC.
Tuzla	NA	1	Sarajevo FIR	Tuzla ATSU also provides Aerodrome ATC.
ACC	3	-	Sarajevo FIR	Initial operations in April 2012

Air Traffic Service delegation to/from other States is in Chapter 15.

2.4 Airspace Classification and Organisation

Bosnia and Herzegovina is following the ICAO airspace classification. The figure below shows the current classification within Sarajevo FIR.



Chapter 3 - National Projects

The creation of the future BH ATM system is the main national project and will be carried out through the implementation of the BH ATM Strategy. The Strategy implementation is foreseen as a programme consisting of a several project areas as listed below. The system to be established will be in accordance with ICAO CNS/ATM standards and recommended practices and ECIP (European Convergence and Implementation Programme) objectives.

3.1 National Projects

Name	Schedule	Description – Scope	Status	Link with ESSIP Obj.
BH ATM System Implementation	From 2007 to 2011	Installation of the systems and equipment in support of ANS provision by the future national BH ANSP. These include: ATM DPS, VCS, VHF/UHF Radio system, MSSR,ATC SIM, etc. MET System implementation The first phase (technical specifications for MET System: Automated Weather Observing System, Aeronautical MET Telecommunication System, SADIS Second Generation, Data Processing & Data Interpretation Subsystem, DWDSAT/EUMETCast, VOLMET) finished. The second phase (03/2008 to 10/2009) ITT, Supplier/s chose, FAT, delivery, implementation, SAT. Partially finished Third phase (11/2008 to 05/2011) test operation, final acceptance. Full operation 05/2011.	In progress	ATC02.2, COM04, COM05, COM07, FCM01, FCM03, COM06, ATC12, SUR01, DPS01.
Human Resources Development	From 2007 to 2009 From 2010 to 2013	Adoption and implementation of HR planning and management tools and techniques to achieve required number of operational and technical staff for the future national ANSP. It focuses mainly on the training of ATCOs.and other Operational staff ATCOs Pre-OJT and OJT and training of other Operational staff	In progress	HUM03, HUM01, HUM02, HUM04.
Civil Works	Civil Works	Preparation of the sites for the accommodation of the systems and equipment belonging to the BHATMS Project. These include the ACC building in Sarajevo, adaptation of ATC building in Banja Luka, Jahorina MSSR/VHF site, and other COMM. Sites.	Finished	NA
SEP Project	from 2007 to end 2008	The first phase (up to 03/2008) of the project is about the setting up the foundations for the establishment of the national ANSP. It is financed by EC and managed by the outsourced private company / AAM Consortium.	Finished	NA

4.1 Regional Co-ordination

ISIS Programme

The ISIS Agreement (**I**mplementation of **S**ES **I**n **S**outh East Europe) was signed in April 2008 by the Directors General of Civil Aviation of Albania, Bosnia and Herzegovina, Bulgaria, Croatia, Montenegro, Romania, Serbia, and the former Yugoslav Republic of Macedonia, the representative of the United Nations Mission in Kosovo (UNMIK) as per UN Security Council resolution No. 1244, as well as the European Commission, the Stability Pact for South East Europe and the Regional Cooperation Council. The eponym support programme ISIS has therefore been launched with immediate effect in replacement of the previous SEE FABA initiative.

The following initial projects have been identified:

- Capacity building of NSAs;
- Transposition to National Law;
- Training Standards;
- Just Culture;

In order to restart the Programme, Capacity building of NSAs project under the ISIS Programme has already been initiated .IPS has prepared the enclosed questionnaire, which will facilitate the identification of the training needs in the region and enable the IPS to propose trainings for each of the ISIS signatories, either theoretical or practical trainings (like OJT, where selected key NSA staff would be able to gain experiences in planning and conducting audits in practice in some of the well developed and staffed NSAs in EU Member States).Trainings are in progress.

4.2 Regional Projects

4.2.1 Functional Airspace Block Central Europe-FAB CE

Bosnia and Herzegovina is involved in the following FAB Initiative:

FAB initiative:	FAB CE		**States involved:**		Austria, Bosnia and Herzegovina, Croatia, Czech Republic, Slovenia, Slovak Republic and Hungary.	
Launched in:	March/2007					
Feasibility:	Start:	O3/2007	End:	12/2007	Progress:	Should be all necessary documents (including Cost Benefit Analysis and Safety Case, to support the decision on a future implementation of the FAB.
The Feasibility Study shall by its completion date of 31st December 2007 deliver all necessary documentation through the deliverables required under the Project Charter to achieve the target of creating the FAB in the airspace of the CEATS States based on Common Understanding, within minimum possible time and minimum possible cost.						
Planning:	Start:	03/2007	End:	05/2007	Progress:	PMP, Budget Plan, Statement of Work for each work area.
Planning Phase, the Project Management Office (PMO) will develop and deliver a full Project Management Plan (PMP), a Budget Plan for the entire project and a Statement of Work for each work area.						
Study Phase:	Start:	05/2007	End:	12/2007	Progress:	End of Study Phase postponed to 04/2008
Study Phase is expected to start no later than 30th May 2007 and will be progressed through the dedicated Working Groups. A Working Group Leader from an ANSP will be appointed for each work area, who will also chair the respective Working Group.						
FAB CE Preparation	Start:	2008	End:	2009	Progress:	FAB Agreement signed Definition phase completed FAB Structures defined
FAB Preparation ends when the FAB agreement is signed.						
FAB CE	Start:	In 2009	End:	2012	Progress:	FAB agreement ratified

Implementation						Joint designation of SP Development “Static” completed FAB structures in force
FAB Implementation ends when the FAB agreement enters into force.						
FAB CE Operations	Start:	In 2012	End	2015	Progress:	FAB Static Cross Border fully deployed Performance target of static achieved
Advanced FAB CE	Start:	In 2015	End:	2015+	Progress:	Deployment "Dynamic" (where applicable)

LSSIP 2011-2015

PART II - IMPLEMENTATION OF ESSIP OBJECTIVES

PART II APPROVAL SHEET

The following authorities have approved Part II of the present issue of the LSSIP document and their signature confirms the correctness of the reported information and reflects their commitment to implement the actions laid down in the European Single Sky ImPlementation (ESSIP) documents.

Stakeholder / Organisation	Name	Position	Date and signature
BHDCA	Đorđe RATKOVICA	Director General	30.03.2011
BHDCA	Marinko ŠIMUNOVIĆ	Deputy Director General for Air Navigation	30.03.2011
BHDCA	Đelal HASEČIĆ	Deputy Director General for Regulatory	30.03.2011
Military Authority	Ahmet H. OMEROVIĆ	Ministry of Defense Assistant Minister for Policy and Planning	26.04.2011

Conventions

Two colour codes are used for each ESSIP Objective 'box':

- one colour code is used to show the Objective **Scope** in the Objective ID cell, and
- another colour code is used to show the Objective **Progress** in the State and for each national stakeholder.

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

(*) Objective Scope Code:	
SES and SESAR	ECIP
ECAC	Pan-European
EU+	
Multi-N	Multi-National
	Harmonisation
APT	Airport related

(**) Objective/Stakeholder Progress Code:			
Completed		No Plan	
Partially Completed		Not Applicable	
Planned		Missing Data	
Late			

GEN01	Implement European ANS contingency measures for Safety Critical Modes of Operation (By:12/2008 / Active)	Late
This objective will be fully met by the time the new ATM System becomes operational and new BHANSP becomes fully functional, by the end of 2011. EUROCONTROL is assisting in the development of necessary documentation.		**12/2011**
REG (By:06-2008)	The regulation was put in place in 2010. BH is a signatory of the ECAA multilateral agreement, provisions of which are embedded into the new Aviation Law.	Completed 12/2010
ASP (By:06-2008)	BHDCA is undertaking activities to complete this objective in time the new BHANSP and its technical systems become functional / operational.	Late 12/2011
MIL (By:06-2008)	No MIL involvement in this objective.	Not Applicable -

SAF04	Implement measures to reduce the risk of level bust occurrences (By:01/2008 / Active)	Late
The measures will be implemented upon the establishment of the new ANSP, by the end of 2010.		**12/2010**
REG (By:01-2008)	The measures will be implemented upon the establishment of the new ANSP in 2011. The regulation will be put in place in due course.	Late 12/2011
ASP (By:01-2007)	The measures will be implemented upon the establishment of the new ANSP in 2011.	Late 12/2011
MIL (By:01-2008)	-	Not Applicable -

SAF05	Implement measures to prevent air/ground communications induced safety occurrences. (By:01/2010 / Active)	Late
BH stakeholders are committed to implement the objective on course of realization of BHATM Programme, by the end of 2012. The action plan is being prepared and it will be ready only for the next document edition. No SLOAs will be shown in this edition.		**12/2012**
REG (By:01-2010)	At present, plans do not exist. However, BHDCA is committed to implement the objective in due course.	No Plan -
ASP (By:01-2010)	BH DCA on behalf of the future ANSP is committed to implement the objective in due course.	Late 12/2012

SAF10	Implement measures to reduce the risk to aircraft operations caused by airspace infringements (By:12/2011 / Active)	Late
BA expects to implement the objective in accordance with the implementation date.		**12/2011**
REG (By:12-2011)	An adequate regulation will be produced in due course. Commitment to implement this objective exists.	Planned 12/2011
ASP (By:12-2011)	Detailed planning will be done upon the establishment of a new national ANSP.	Planned 12/2011
MIL (By:12-2011)	-	Not Applicable -

SRC-AUDI	Implementation of Safety Regulatory Auditing by National Supervisory Authorities (By:12-2010 / Active)	Late
The objective expected to be implemented in 2012, after the full completion of the establishment of the functional NSA.		**12/2012**
REG (By:12-2010)	The BHDCA does not conduct any safety regulatory audits compliant with ESARR 1. In addition, there was no evidence of a documented process and/or supporting guidance material to implement the requirements of ESARR 1. No personnel were assigned to conduct safety regulatory oversight audits or safety reviews as per the requirements of ESARR 1.	Late 12/2012
MIL (By:12-2010)	-	Not Applicable -

SRC-CHNG	Implementation of Safety Oversight of Changes to ATM by National Supervisory Authorities (By:12-2010 / Active)	Late
This has not been implemented. Tentative plan exists for the implementation in 2012.		**12/2012**
REG (By:12-2010)	Functional NSA is being established. Tentative plans exist for 2012.	Late 12/2012
MIL (By:12-2010)	-	Not Applicable -

SRC-OVCA	Implementation of ATM Safety Oversight Capabilities by NSAs (By:12-2010 / Active)	Late
The establishment and organising of fully functional NSA is in progress. It is expected that the oversight capabilities will be gained by the end of 2012		**12/2012**
REG (By:12-2010)	The establishment and organising of fully functional NSA is in progress. It is expected that the oversight capabilities will be gained by the end of 2012	Late 12/2012
MIL (By:12-2010)	-	Not Applicable -

SRC-RLMK	Implement the EUROCONTROL Safety Regulatory Requirements (ESARRs) (By:12-2010 / Active)	Late
Full implementation expected in 2011		**12/2011**
REG (By:12-2010)	Legal framework provided by Aviation Law of Bosnia and Herzegovina "Official Gazzete of BH N 39/09 " Article 14 (3) a,b,c,d. Implementation expected in 2011	Late 12/2011
MIL (By:12-2010)	-	Not Applicable -

SRC-SLRD	Safety Levels and Resolution of Deficiencies (By:12-2010 / Active)	Late
The establishment and organising of fully functional NSA is in progress. It is expected that the oversight capabilities will be gained by the end of 2012		**12/2012**
REG (By:12-2010)	The establishment and organising of fully functional NSA is in progress. It is expected that the oversight capabilities will be gained by the end of 2012	Late 12/2012
MIL (By:12-2010)	-	Not Applicable -

AOM13.1	Harmonise Operational Air Traffic (OAT) and General Air Traffic (GAT) handling (By:12/2015 / Active)	Planned
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.		**12/2015**
REG (By:12-2011)	The current legal provisions allow for the implementation of the harmonised GAT and OAT handling procedures. No other regulatory adjustments have been foreseen.	Completed
		05/2009
ASP (By:12-2013)	BHANSA is expected to meet the objective within the targeted timeframe.	Late
		11/2015
MIL (By:12-2015)	The military authority will take an active role in the fulfillment of the objective.	Planned
		12/2015

AOM18	Implement ATS Route Network (ARN) - Version 6 (By:12/2009 / Active)	Completed
Planning and implementation done in accordance with RNDSG implementation plans.		**12/2009**
ASP (By:12-2009)	Future national ANSP will participate in RNDSG activities. Implementations was done in accordance with the agreed RNDSG/ANT plans.	Completed
		12/2009
MIL (By:12-2009)	MIL Authority has no role in the route network implementations.	Not Applicable
		-

AOM19	Implement Advanced Airspace Management (By:12/2015 / Active)	Planned
Having in mind that BH have not implemented FUA, the objective is planned for implementation by its end date.		**12/2015**
ASP (By:12-2015)	BHANSA, once it starts with the operations (currently the Organisation is under the establishment), will meet all the requirements towards the full implementation of the objective.	Planned
		12/2015
MIL (By:12-2015)	The military authority will complete their part as required after the introduction of the FUA concept.	Planned
		12/2015

ATC02.2	Implement ground based safety nets - Short Term Conflict Alert (STCA) - level 2 (By:12/2008 / Active)	Late
The objective will be met with the implementation of the new ATM system in 2011.		**12/2011**
REG (By:12-2008)	The objective will be met with the implementation of the new ATM system.	Late
		12/2011
ASP (By:12-2008)	The objective will be met with the implementation of the new ATM system in 2010.	Late
		12/2011
MIL (By:12-2008)	No role in service provision	Not Applicable
		-

ATC02.5	Implement ground based safety nets - Area Proximity Warning - level 2 (By:12/2013 / Active)	Planned
Only tentative plans exist. The necessary system upgrades will be specified upon the installation of a new system.		**12/2013**
REG (By:12-2013)	Detailed planning will be made accordingly.	Planned
		12/2013
ASP (By:12-2013)	Only tentative plans exist. Upon the installation of the new system the necessary upgrades will be specified.	Planned
		12/2013
MIL (By:12-2013)	No role of MIL authority in ANS provision.	Not Applicable
		-

ATC02.6	Implement ground based safety nets - Minimum Safe Altitude Warning - level 2 (By:12/2013 / Active)	Planned
A detailed planning will be made available after the installation of the new ATM system.		**12/2013**
REG (By:12-2013)	A detailed planning will be made accordingly.	Planned
		12/2012
ASP (By:12-2013)	Necessary system updates will be made upon the installation of a new ATM system.	Planned
		12/2013
MIL (By:12-2013)	No Mil ATSU in BH.	Not Applicable
		-

ATC02.7	Implement ground based safety nets - Approach Path Monitor - level 2 (By:12/2013 / Active)	No Plan
BHANSP will investigate a necessity to upgrade their new system, which is yet to be installed in 2010, to support the implementation of the objective. Currently, no plans exist.		**12/2013**
REG (By:12-2013)	The objective is yet to be analysed in the coming years.	No Plan
		12/2013
ASP (By:12-2013)	BHANSP will investigate a necessity to upgrade their new system to support the implementation of the objective.	No Plan
		12/2012
MIL (By:12-2013)	No MIL ATM systems in BH	Not Applicable
		-

ATC07.1	Implement arrival management tools (By:12/2010 / Active)	Not Applicable
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:12-2010)	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.	Not Applicable -

ATC12	Implement automated support for conflict detection and conformance monitoring (By:12/2012 / Active)	Planned
Even though outside the applicability area, the new ATM System, to be installed in 2010 will cater for full implementation of this objective.		**12/2011**
REG (By:12-2011)	The procedures will be approved during the system certification process.	Planned 10/2011
ASP (By:12-2012)	The new ATM System, to be installed in 2010 will carry this function.	Planned 12/2011

ITY-COTR	Implementation of ground-ground automated co-ordination processes (By:02-2015 / Active)	Planned
Bosnia and Herzegovina is due to istall their ATM system in 2010. Only in 2011 the system will be ready for gradual implementation.		**12/2012**
REG (By:12-2012)	A safety assessment will be developed only after the installation of the ATM syste.	Planned 12/2011
ASP (By:02-2015)	A new ATM system, due to be installed in 2010 will cater for the implementation of the objective.	Planned 06/2011
MIL (By:12-2012)	-	Not Applicable -

FCM01	Implement enhanced tactical flow management services (By:12/2006 / Active)	Late
The implementation of a new ATM system, planned for 2011, will provide capabilities for achieving this objective.		**12/2011**
ASP (By:12-2006)	BH ANSP(s) is responsible for the services provision only below FL100. A degree of the implementation of enhanced tactical flow management services is dependant on the degree of the achievement of this objective by the two adjacent Centres (Zagreb and Belgrade), which are responsible for the services provision in the airspace above FL 100. Once future BH ANSP takes over full responsibility over Sarajevo FIR, this objective will be met by BH ANSP, planned for 2011.	Late 12/2011
MIL (By:12-2001)	No MIL involvement in this area	Not Applicable -

FCM03	Implement collaborative flight planning (By:12/2010 / Active)	Late
By implementing a new ATM system, this objective will become achievable. In the mean time it remains planned at least until 2011.		**12/2011**
ASP (By:12-2010)	The objective will be met by the implementation of the new ATM system in 2011.	Late 12/2011
MIL (By:12-2006)	No MIL involvement in meeting this objective.	Not Applicable -

Chapter 9 - Aeronautical Information Management

INF01	Implement the European Aeronautical Information Services (AIS) Database (By:12/2006 / Active)	Completed
The complete EAD in country network has been built. Four airports in BH have been connected directly to EAD, enabling regular PIB-s, NOTAMs, aeronautical publications and charts reporting. AIS BiH migrated to EAD as Static Data Minimum set Data provider. Full migration as SDO data provider was completed in 2008.		-
ASP (By:12-2006)	The complete EAD in country network has been built. Four airports in BH have been connected directly to EAD, enabling regular PIB-s, NOTAMs, aeronautical publications and charts reporting.	Completed -
MIL (By:12-2008)	-	Not Applicable -

INF04	Implement integrated briefing (By:12/2007 / Active)	Late
Planned for 2011.		**12/2011**
ASP (By:12-2007)	The implementation is planned for 2011.	Late 12/2011
MIL (By:12-2007)	-	Not Applicable -

Chapter 10 - Human Resources Management and Human Factors

HUM01.1	Ensure timely availability of Air Traffic Controllers (By:12/2012 / Active)	Planned
BHDCA has started a comprehensive training programme for 52 en-route ATCOs. The training includes: ab-initio, conversion, refresher, pre-OJT, and OJT. The ATCOs are expected to be ready to resume ATC provision, gradually throughout 2011 and 2012.		**12/2012**
ASP (By:12-2012)	A future national ANSP, to be established in 2010, will have this objective fully implemented by the end of 2012.	Planned 12/2012
MIL (By:12-2012)	-	Not Applicable -

HUM02.1	Integrate Human Factors into ATM Operations (By:12/2012 / Active)	Planned
The integration of human factors into ATM operations will be ensured by 2012		**12/2012**
ASP (By:12-2012)	BHANSA not yet established. Planning is done at the level of BHDCA at present.	Planned 12/2012
MIL (By:12-2012)	-	Not Applicable -

HUM03.1	Integrate Human Factors into the lifecycle of ATM systems (By:12/2012 / Active)	Planned
The integration of human factors into the lifecycle of BA ATM system will be ensured by 2012		**12/2012**
ASP (By:12-2012)	BHANSA not yet established. Currently, planning is done by BHDCA.	Planned 12/2012
MIL (By:12-2012)	-	Not Applicable -

HUM04	Implement the European Air Traffic Controller Licence requirements and enhance training of ATCOs (By:05/2008 / Active)	Completed
European ATC licensing scheme is being applied in all aspects. BHDCA applies more strict medical criteria, but adherence to Class 3 certification started jn March 2008. Regulated by national Regulation, published in March 2008.		**03/2008**
REG (By:05-2010)	The regulation for the application of the European ATC licensing scheme has been put in place.	Completed 03/2008
ASP (By:05-2010)	European ATC licensing scheme is being applied in all aspects . BHDCA applies more strict medical criteria, but adherence to Class 3 certification started in March 2008.	Completed 03/2008
MIL (By:05-2010)	No MIL ATCOs in BH.	Not Applicable -

HUM05	Enhance Training and Competence Assessment of ATM Staff other than Air Traffic Controllers (By:12/2009 / Active)	**No Plan**
Bosnia and Herzegovina is outside of the objective application area. Its implementation by the participating states will be monitored for possible future implementation.		-
REG (By:12-2009)	BH is outside of the objective application area. Its implementation by the participating states will be monitored for possible future implementation.	No Plan -
ASP (By:12-2008)	BH is outside of the objective application area. Its implementation by the participating states will be monitored for possible future implementation.	No Plan -
MIL (By:12-2009)	No MIL other ATM staff.	Not Applicable -

11.1 Communications

COM06	Migrate to ATS-Qsig digital signalling for ground telephone applications (By:12/2008 / Active)	**No Plan**
A VCS of the new system will be capable of supporting the implementation. The existing plans are dependant of regional coordination. No implementation plan exists at present.		-
ASP (By:12-2008)	A VCS of the new system will be capable of supporting the implementation. The existing plans are dependant of regional coordination. No implementation plan exists at present.	No Plan -
MIL (By:12-2008)	There is no involvement of MIL in this objective.	Not Applicable -

COM09	Migrate ground international or regional X.25 data networks or services to the Internet Protocol (IP) (By:12/2011 / Active)	**Planned**
BA is committed to implement the objective. At present, only tentative plan exists.		**12/2011**
REG (By:12-2010)	BA is committed to implement the objective. At present, only tentative plan exists.	Late 12/2011
ASP (By:12-2011)	It will be upon a future ANSP to establis a concrete plan for the implementation of the objective. At present only a tentative plan exists.	Planned 12/2011
MIL (By:12-2011)	-	Not Applicable -

COM10	Migrate from AFTN (Aeronautical Fixed Telecommunication Network) to AMHS (ATS Message Handling System) (By:12/2014 / Active)	**No Plan**
No sound plans exist at present.		-
ASP (By:12-2014)	No sound plans exist at present.	No Plan -
MIL (By:12-2014)	No military ATS units exist in BH.	Not Applicable -

ITY-AGDL	Initial ATC air-ground data link services above FL-285 (By:02-2015 / Active)	**No Plan**
No plans at present.		-
REG (By:02-2015)	No plans at present.	No Plan -
ASP (By:02-2015)	No plans at present.	No Plan -
MIL (By:-)	-	Not Applicable -

ITY-AGVCS	Air-Ground voice channel spacing above FL-195 (By:12-2015 / Active)	Completed
The objective completed through the ANS provision by adjacent centres. BH national system will also secure the completion of the objective. BHANSA will continue with the compliance when established in 2010.		-
REG (By:07-2008)	Regulation has been put in place.	Completed -
ASP (By:07-2008)	Temporarily coverd by CCL. BHANSA will continue with the compliance when established in 2010.	Completed -
MIL (By:12-2015)	N/A	Not Applicable -

ITY-FMTP	Apply a common flight message transfer protocol (FMTP) (By:04-2011 / Active)	Late
ATM system in Bosnia and Herzegovina is due to be installed in 2011. The objective will be met by the end of 2011.		**12/2011**
REG (By:04-2011)	Regulation will be developed in due course. The implementation of the objective cannot take place before mid 2011.	Late 12/2011
ASP (By:04-2011)	The implementation is planned during the process of development of the new ATS system. A concrete plan is dependant on regional coordination.	Late 12/2011
MIL (By:04-2011)	-	Not Applicable -

11.2 Navigation

NAV03	Implementation of Precision Area Navigation RNAV (P-RNAV) (By:12/2010 / Active)	No Plan
There is no stable plan to implement PRNAV in BH at this stage. BHDCA will take this objective into consideration during the BH ATM Strategy implementation.		**-**
REG (By:01-2005)	Currently only tentative plan exists. Detailed planning will be done during ATM Strategy implementation.	No Plan -
ASP (By:01-2010)	Currently only tentative plan exists. Detailed planning will be done during ATM Strategy implementation.	No Plan -
MIL (By:12-2010)	-	Not Applicable -

NAV06	Rationalisation of navigation infrastructure (By:12/2015 / Active)	Planned
A basic navigation infrastructure is still under development to support conventional operations. This development will ensure that infrastructure is developed in a rational and cost efficient manner.		**12/2013**
REG (By:10-2012)	Navigational infrastructure in BH is such that objectively it is already very rational. However, rationalization plan will be established as a mean to control possible future developments.	Planned 12/2011
ASP (By:12-2015)	Navigational infrastructure in BH is such that objectively it is already very rational. However, rationalization plan will be established as a mean to control possible future developments.	Planned 12/2013
MIL (By:12-2015)	-	Not Applicable -

NAV10	Implement Approach Procedures with Vertical Guidance (APV) (By:12/2016 / Active)	No Plan
No plans at present.		-
REG (By:04-2011)	No plans at present.	No Plan -
ASP (By:12-2015)	No plans at present.	No Plan -
MIL (By:04-2015)	No plans at present.	No Plan -

11.3 Surveillance

SUR02	Implement Mode S elementary surveillance (By:03/2007 / Active)	Not Applicable
Even though, BH is outside the area of application, the objective is considered for implementation.		-
REG (By:03-2005)	An adequate regulation will support the implementation. Currently under consideration.	Not Applicable -
ASP (By:03-2007)	The new ATM system will have the elementary Mode S capabilities. The future ANSP will consider their applications.	Not Applicable -
MIL (By:03-2009)	-	Not Applicable -

SUR04	Implement Mode S enhanced surveillance (By:03/2007 / Active)	Not Applicable
Not in applicability area.		-
REG (By:12-2004)	No plans at present.	Not Applicable -
ASP (By:12-2007)	No plans at present.	Not Applicable -
MIL (By:03-2009)	-	Not Applicable -

SUR05	Improve ground-based surveillance using ADS-B in Non Radar Airspace (NRA) (By:12/2011 / Active)	Not Applicable
Not in applicability area.		-
REG (By:12-2011)	No plans at present.	Not Applicable -
ASP (By:12-2011)	No plans at present.	Not Applicable -
MIL (By:12-2011)	-	Not Applicable -

AOP03	Improve runway safety by preventing runway incursions (By:12/2013 / Active)	**Partially Completed**
The initial steps have been taken, i.e. Runway Safety Teams have been established. The rest of the actions are yet to be organised. Regulation will have to be provided.		**12/2013**
REG (By:12-2013)	The initial steps have been taken, i.e. Runway Safety Teams have been established. The rest of the actions are yet to be organised. Regulation will have to be provided.	Planned 12/2011
ASP (By:12-2013)	The initial steps have been taken, i.e. Runway Safety Teams have been established. The rest of the actions are yet to be organised. The delays were caused by the reorganisations of the services provision and the establishment of a new national ANSP organisation.	Late 12/2011
MIL (By:12-2013)	There are no military airport service providers in BH.	Not Applicable -
APO (By:12-2013)	The initial steps have been taken, i.e. Runway Safety Teams have been established. The rest of the actions are yet to be organised. No fixed dates so far. Tentative plans exist.	Planned 12/2011

12.1 Sarajevo Airport

AOP01.2	Implement airside capacity enhancement method and best practices based on Eurocontrol capacity and efficiency implementation manual (By:12/2011 / Active)	**Not Applicable**
LQSA - Sarajevo		
-		-
ASP (By:12-2011)	-	Not Applicable -
APO (By:12-2011)	-	Not Applicable -

AOP04.1	Implement Advanced Surface Movement Guidance and Control System (A-SMGCS) Level I (By:12/2010 / Active)	**Not Applicable**
LQSA - Sarajevo		
-		-
REG (By:12-2009)	-	Not Applicable -
ASP (By:12-2010)	-	Not Applicable -
MIL (By:12-2009)	-	Not Applicable -
APO (By:12-2009)	-	Not Applicable -

AOP04.2	Implement Advanced Surface Movement Guidance and Control System (A-SMGCS) Level 2 (By:12/2010 / Active)	Not Applicable
LQSA - Sarajevo		
-		-
REG (By:12-2009)	-	Not Applicable -
ASP (By:12-2010)	-	Not Applicable -
APO (By:12-2009)	-	Not Applicable -

AOP05	Implement airport Collaborative Decision Making (CDM) (By:01/2013 / Active)	Not Applicable
LQSA - Sarajevo		
-		-
ASP (By:01-2013)	-	Not Applicable -
MIL (By:01-2013)	-	Not Applicable -
APO (By:01-2013)	-	Not Applicable -

AOP08	Implement Airport Airside Capacity Planning Method (By:12/2011 / Active)	Not Applicable
LQSA - Sarajevo		
-		-
ASP (By:06-2011)	-	Not Applicable -
MIL (By:06-2011)	-	Not Applicable -
APO (By:06-2011)	-	Not Applicable -

13.1 Sarajevo Airport

ENV01	Implement Continuous Descent Approach (CDA) techniques for environmental improvements (By:12/2013 / Active)	Not Applicable
LQSA - Sarajevo		
-		-
ASP (By:12-2013)	-	Not Applicable -
APO (By:12-2013)	-	Not Applicable -

ENV02	Implement Collaborative Environmental Management (CEM) at Airports (By:12/2013 / Active)	Not Applicable
LQSA - Sarajevo		
-		-
ASP (By:12-2013)	-	Not Applicable -
MIL (By:12-2013)	-	Not Applicable -
APO (By:12-2013)	-	Not Applicable -

LSSIP 2011-2015

PART III - IMPLEMENTATION OF SES LEGISLATION

The implementation of SES Legislation by Bosnia and Herzegovina is based on ECAA Agreement with the European Union.

Pursuant to Article 12.1 of Regulation (EC) No 549/2004, Part III-Chapter 14 of BA LSSIP 2011-2015 fulfils Bosnia and Herzegovina's obligation to report to the European Commission on SES legislation implementation for the period from 1st January 2010 till 31st December 2010.

This report is collected by Eurocontrol on behalf of the European Commission pursuant to a request by the European Commission.

For Bosnia and Herzegovina ,	Signature	Date
Đorđe Ratkovica		27 January 2011

14.1 NSA

14.1.1 NSA Establishment & Responsibilities

BHDCA, as per Article 16 of the Aviation Law acts as the National Supervisory Authority (NSA).

Name of the NSA:	BHDCA
Additional Information:	BHDCA is designated body of the National Supervisory Authority. Functions of NSA will be discharged by means of the Flight Safety and Security Division and Air Navigation and Aerodromes Division. (Article 58. Regulation on job classification in the BHDCA)

The table below shows the list of Recognised organisations in Bosnia and Herzegovina

No Recognised Organisations are used by the BHDCA.

Name	**Period of validity of the recognition**	
	From:	**To:**
-	-	-

Has any NSA delegated any inspections & surveys to Recognised Organisations during this reporting period? If Yes, indicate below the tasks delegated:	N
If a ROs was delegated to carry out safety regulatory audits, the NSA:	
Has applied the additional criteria as per Art. 10.1?	N
Maintains record of the appointments?	N

14.1.2 NSA Resources

Name of the NSA:	BHDCA		
NSA Tasks with respect to:	**NSA Headquarters**	**Seconded or Subcontracted**	**Regional Offices (if applicable)**
Certification and Ongoing Compliance:	BHDCA is responsible for the certification of air navigation service provision.	The BHDCA may delegate some functions to other organisations (inspections, examinations, verification of compliance with requirements, certification of the service providers)	-
ATCO licensing, ratings and rating endorsements & Certification of training provider(s) and material:	-	-	-
Supervision of engineering and technical personnel:	-	-	-
Safety Oversight in ATM:	Oversight by means of inspections, ESARR 1 requirements are not implemented.	Oversight by means of inspections, ESARR 1 requirements are not implemented.	-

Interoperability:	-	-	-
Performance:	-	-	-
Administrative staff (management + support):	-	-	-
Others:	-	-	-
Total:	2	2	-

Number of qualified safety auditors/inspectors (as per the safety oversight Regulation and the ATCO Licensing Directive requirements):	1
Has the NSA established specific qualification criteria for safety auditors/inspectors? **If Yes, provide brief information on the specific qualification criteria for safety auditors/ inspectors (required education, training, knowledge, experience etc.) and the relevant references**	Y
University graduate or possess other expert education (depending on the demands of the tasks performed); at least five years of work experience in the field of civil aviation; possess functional knowledge and fulfil other specific requirements defined by special regulation issued by BHDCA.	

Has the NSA conducted an assessment of its human resources with regards to:	
- **Safety oversight**	N
- **Other NSA tasks**	N
No qualified and trained resources to conduct Safety oversight or other NSA tasks of its HR.	
If Yes, please specify measures/plans by the State to ensure that the NSA has the necessary capability required for the safety oversight of all organisations operating under their supervision	
-	

Additional information:	The ISIS Programme is an initiative of the European Commission launched to support the ISIS Beneficiaries through several projects. Capacity Building of NSAs- Project aims at supporting the ISIS Beneficiaries in order to have independent, well established and well staffed NSAs.

14.2 ANSP Certification, Designation & Cross-Border ATS Provision

14.2.1 Certification

No change to report since the previous reporting period.

Additional Information	The ANSPs currently operating in Bosnia and Herzegovina are BHANSA (TWR and Approach service) and two foreign from Croatia and Serbia (en-route). BHANSA will be subject to certification. Two foreign ANSPs from Croatia and Serbia are certified by their respective authorities. The certification process had not started yet. There was no formal plan or timeframe for the certification process to be completed, will be defined.

14.2.2 Designation

BH ANSA is designated as ANS service provider in Bosnia and Herzegovina (FIR Sarajevo).

Additional Information	Designation of the service provider is done in Article 5 of the Aviation Law. Article 5.3 states that "*Air navigation services in the airspace over the territory of Bosnia and Herzegovina shall be provided by the Air Navigation Services Provider.*

14.2.3 Arrangements for Cross-Border provision of Air Traffic Services

The following tables present the cross-border provision of Air Traffic Services involving Bosnia and Herzegovina:

14.2.3.1 In airspace falling under the responsibility of Bosnia and Herzegovina:

CAR/CAB	BH has delegated some responsibility for service provision to foreign air navigation service providers.

ATS Provider		CCL (Croatia) and SMATSA (Serbia)
Based in		Agreement between BHDCA and ANSPs of Croatia and Serbia
AB where ATS is provided cross-border		FIR/UIR Sarajevo out of TMAs and CTRs
Rationale for the cross-border ATS provision		-
Referenced in AIP	Y	
Arrangement between the NSAs concerned for the supervision of the ATS Provider		N
Legal framework under which the cross-border ATS provision is taking place (*)		
Case A: Delegation by Bosnia and Herzegovina of the responsibility for the provision of ATS (ICAO Annex 11, 2.1)		Y
Agreement between the States concerned	Y	Agreement between BHDCA and ANSPs of Croatia and Serbia
Case B: Designation by Bosnia and Herzegovina of an ATS provider based in another State (Art. 8.3, Reg. N° 2096/2005)		N
Notification to the NSAs concerned	N	
Designation act	N	
Case C: ATSP designated in Bosnia and Herzegovina availing itself of services provided by an ATSP certified by another Member State (Art.10, Reg. N° 2096/2005)		N
Agreement between the ANSPs concerned	N	
Notification to the NSAs concerned	N	
Approval by the States concerned	N	
Changes since, corrections to, the 2009 Annual Report		No changes
The following CAR/CABs reported in the Annual Report 2009 do not appear in this edition of the Report:		
-	-	

14.2.3.2 ATS provided in the airspace falling under the responsibility of another State by an ATSP certified by Bosnia and Herzegovina:

CAR/CAB		N/A
ATS Provider		See 14.2
AB where ATS is provided cross-border		N/A
Airspace under the responsibility of		N/A
Rationale for the cross-border ATS provision		N/A
Referenced in AIP	N	N/A
Arrangement between the NSAs concerned for the supervision of the ATS Provider		N
N/A		
Legal framework under which the cross-border ATS provision is taking place (*)		
Case A: Delegation to Bosnia and Herzegovina of the responsibility for the provision of ATS (ICAO Annex 11, 2.1)		N
Agreement between the States concerned	N	
Case B: Designation of an ATS provider based in Bosnia and Herzegovina		N
Notification to the NSAs concerned	N	
Designation act	N	
Case C: ANSP availing itself of services provided by an ATSP certified by another Member State (Art.10, Reg. N° 2096/2005)		N
Agreement between the ANSPs concerned	N	
Notification to the NSAs concerned	N	
Approval by the States concerned	N	

Changes since, corrections to, the 2009 Annual Report	No changes
The following CAR/CABs reported in the Annual Report 2009 do not appear in this edition of the Report:	
-	-

14.3 Performance

Indicate the NSA responsible for the national coordination and relations with the Commission for the implementation of the performance Regulation	BHDCA
Describe briefly the measures undertaken to ensure that the NSA has the necessary resources and capabilities to carry out the tasks under the performance Regulation	
Council of Ministers of Bosnia and Herzegovina has adopted new Systematisation of working positions in BHDCA. BHDCA is designated as NSA. BHDCA has adopted new Rules on performing of inspections and expert audits. BHDCA has concluded a Twinning Contract with the Spanish Ministry of Communication and Transport.	
Do the States in your FAB/FAB initiative intend to adopt a performance plan at FAB level for the first reference period 2012-2014?	Y
- **Has a decision already been taken for this?**	Y
- **Which NSA or body will be responsible for the coordination within the FAB and the relations with the Commission for the implementation of the performance plan?**	
BHDCA	
Are there any conditions set by the NSA for the ANSP to make the content of the performance part of the business plan and of the annual plan available to the Commission?	N
Under development	
Are there any conditions set by the NSA for the ANSP to make the content of their annual report available to the public?	N
Under development	
Does the State intend to apply Annex IV.2 (data to be provided by ANSPs for the purpose of the Performance Regulation) to ANSPs providing terminal services at airports with less than 50.000 CATM / year?	N
Under development	
Does your State intend to apply Annex IV.3. (data to be provided by airport operators for the purpose of the Performance Regulation) to airports below the threshold of 50.000 CATM / year?	N
Under development	

Additional Information	–

14.4 Ongoing Compliance – year 2010

Name of the NSA:	BHDCA
The NSA has established an annual Inspection Programme, containing also the programme for safety regulatory audits (as per Art. 7 of Regulation (EC) N° 2096/2005):	N
Under development	
The annual Inspection Programme:	
a) **covers all providers certified by the NSAs**	N
b) **is based on an assessment of the risks associated to the different operations constituting the provided services**	N
The NSA consulted all the ANSPs it has certified before establishing the annual Inspection Programme	N
Where necessary the NSA consulted other NSAs concerned before establishing the Inspection Programme	N

Which ANSPs were checked for ongoing compliance and for what Common Requirements (Add as many rows as necessary)	
N/A	N/A

14.5 Consultation of stakeholders

Since the last Annual Report, the following stakeholders have been consulted on the following topics:			
ANSPs	Regulatory issues (SES II Regulatory Roadmap)	N	Not the member of EU, in accordance with obligations contained in ECAA Agreement.
	Performance scheme	N	-
	ANS Charging Scheme	Y	
	Capacity	Y	
	Airspace Design & Management and Utilisation	Y	
	Safety	N	-
	Certification	N	-
	Interoperability	N	-
	Environment	N	-
	SESAR	N	-
	Other	N	-
Airports	Regulatory issues (SES II Regulatory Roadmap)	N	Not the member of EU, in accordance with obligations contained in ECAA Agreement.
	Performance	N	-
	Capacity	Y	
	Environment	N	-
	SESAR	N	-
Relevant Airspace Users or Relevant Groups Representing Airspace Users	ANS Charging Scheme	N	-
	Performance scheme	N	-
	Capacity	Y	FAB CE
	Interoperability	Y	FAB CE
	Environment	N	-
	SESAR	N	-
Manufacturing industry	Regulatory issues (SES II Regulatory Roadmap)	N	-
	Performance scheme	N	-
	Interoperability	N	-
	SESAR	N	-
Military	Regulatory issues (SES II Regulatory Roadmap)	N	N/A
	Performance scheme	N	-
	FUA	Y	
	Interoperability	Y	
	Security	N	-
	SESAR	N	-
Other	_		_

14.6 Safety Requirements

14.6.1 Safety Oversight

Name of the NSA:	BHDCA		
The NSA produced an annual safety oversight report for year 2009			N
BHDCA did not produce an Annual Report in accordance with the requirements of ESARR1. The results of NSA safety oversight activities are documented by a paper based booking-in system.			
The NSA exercised safety oversight of:	**ANS**	**ATFM**	**ASM**
The BHDCA did not exercise safety oversight activities in regard to the air navigation services provided by the foreign ANSPs of Croatia or Serbia in the airspace of Bosnia and Herzegovina.	N	N	N
Has the NSA established a process to verify:			
▪ Compliance with applicable safety regulatory requirements prior to the issue or renewal of the ANSPs certificates (including compliance with safety-related conditions attached to the certificate)			N
▪ Compliance with any safety-related obligations in the designation act			N
▪ Ongoing compliance of the ANSPs			N
▪ Implementation of safety directives			N
▪ Implementation of safety objectives, safety requirements and other safety-related conditions identified in:			
- EC declarations of verification of systems			N
- EC declaration of conformity or suitability for use of constituents of systems			N
- Risk assessment and mitigation procedures required by safety regulatory requirements applicable to ANS, ATFM and ASM			N
All of the above under development. NSA established in 2010.			

The process established for verification of compliance with safety regulatory requirements:			
▪ is based on documented procedures			N
▪ provides the organisation concerned with an indication of the results of the safety oversight activity			N
▪ is based on safety regulatory audits and reviews conducted in accordance with Article 6, 8 and 9 of Regulation (EC) No 1315/2007			N
▪ provides to the NSA the evidence needed to support further action, including measures foreseen by Article 9 of Reg. (EC) N° 549/2004 and by Article 7(7) of Reg. (EC) N° 550/2004 in situations where safety regulatory requirements are not being complied with			N
Does this established process refer to the specific verification of:	**ANS**	**ATFM**	**ASM**
	N	N	N
All of the above under development. NSA established in 2010.			

The Safety Regulatory Audits conducted by the NSA or by the RO as delegated by the NSA:			
▪ provide evidence of compliance with applicable safety regulatory requirements and with implementing arrangements by evaluating the need for improvement or corrective action			N
▪ are independent of internal auditing activities undertaken by the organisation concerned as part of its safety or quality management systems			N
▪ apply to complete implementing arrangements or elements thereof, and to processes, products or services			N
▪ lead to the correction of any identified non-conformities in accordance with Article 7 of Reg. 1315/2007			N
▪ are carried out pursuant to a NSA decision specifying which arrangements, elements, services, products, physical locations and activities are to be audited within specified timeframes			N
Please, specify the number of audits performed/planned in the year 2010 regarding:	**ANS**	**ATFM**	**ASM**
	N	N	N
Please, indicate the average number of total man/hours dedicated to an audit (including the stages of preparation, on-site audit and report writing)			–

Please, indicate the relevant parts/chapters/pages of the documented procedures that relate to:	
• certification process;	
• on-going oversight process;	
• safety directive process;	
• monitoring of safety performance;	
• the safety regulatory audits;	
• corrective action process;	
• annual programme of safety regulatory audits,	
• oversight of changes;	
• use of recognised organisations;	
• safety oversight reporting.	

Has the NSA accepted the procedures put in place by the organisations concerned[1] for the introduction of safety-related changes to their functional systems?	N
Under development	
Has the NSAs established a review procedure of the proposed changes in compliance with all the requirements of Article 9.2 (c)-(i) of Regulation (EC) Nº 1315/2007?	N
Please specify the number of reviews performed with regards to the following changes:	
▪ when severity assessment determined a severity class 1 or 2 for the potential effects of the hazards identified;	–
▪ when the implementation of changes required the introduction of new aviation standards;	–
▪ any other situation than those referred above.	–

Has the NSA issued any safety directive as defined by Reg. (EC) Nº 1315/2007?	N

14.6.2 Safety Software Assurance

Has each organisation[2], as part of its SMS, defined and implemented a software safety assurance system to deal with EATMN software related aspects in accordance with Art. 3, 4 & 5?	N
Under development	
Have the requirements been applied for new software?	N
Under development	
Have the requirements been applied for changes to existing software?	N
Under development	
Has the ANSP made available the required assurances to the NSA demonstrating that the requirements have been satisfied?	N
Under development	

14.7 ATCO Licensing

ATCO Licenses under the oversight of the NSA:	N
Has the State started issuing licenses in accordance with the ATCO Directive?	Y
The "Regulation on vocational training, licences and authority for air traffic controllers" implements the requirements of ICAO Annex 1 and ESARR 5. Regulations are matter of review and harmonization process with ATCO Directive.	
Please specify the number of ATCOs licensed in another Member State that have applied for an exchange of their license for one issued in your State.	N

[1] All ANSPs or ASM or ATFM entities providing services and/or functions within the airspace of the State.

[2] Definition in Art. 2.5 of Regulation 482/2008

-

There is no Training Provider in BH.

Name of the Training Provider	Certified	Date of Cert.	Valid until	Types of Services Certified:
N/A	-	-	-	-

14.8 FABs

FAB initiative:	FA B CE		**States involved:**		Austria, Bosnia and Herzegovina, Croatia, Czech Republic, Slovenia, Slovak Republic and Hungary.	
Launched in:	March/2007					
Please indicate the phase of development of your FAB initiave:						
Implementation	**Start:**	2009	**End:**	2012	**Progress:**	FAB agreement ratified Joint designation of SP Development "Static" completed FAB structures in force
FAB Implementation ends when the FAB agreement enters into force.						
In order to ensure the implementation of FABs by 04.12.2012, has the State established the necessary cooperation mechanisms (e.g with other Member States and third countries being part of FABs)						N
Please indicate the major achievement(s) of your FAB or FAB initiative during this reporting period						
In accordance with agreed dynamic Plan.						

Changes since previous Annual Report (AR):	No changes
Additional information:	_

14.9 Air Traffic Flow Management

14.9.1 Member States obligations

With a view of its applicability date as of 26.09.2011, has the State ensured that the personnel of the parties concerned by the application of this Regulation are:	
a) made duly aware of the provisions of this regulation and	N
b) adequately trained and competent for their job functions	N
-	
Has the States ensured that consistent procedures for cooperation between the parties involved in ATFM function are established?	N
For the time being provided by external ANSPs (SMATSA and CCL)	
Has the State published the route availability?	Y
Agreement between BHDCA and ANSPs of Croatia and Serbia-see AIP Croatia, Serbia and BH.	
Is the published route availability consistent with the Route Availability Document (RAD)[3]	N
Has the State developed measures to ensure that the local air traffic management (ATFM) unit have developed the documents and procedures required for the operations of the ATFM?	N
Under development	
The State has ensured that:	
▪ monitoring and reporting mechanism for the adherence to ATFM departure slots are established	Y
▪ an annual review of the adherence to ATFM measures is conducted	N

[3] The RAD is available on: http://www.cfmu.eurocontrol.int

Has the State ensured that ATFM procedures for handling critical events are established?	N
Has the State laid down rules on penalties applicable to infringements of the provisions of this regulation?	N
Has the State notified the provisions of the rules to the European Commission?	N

14.9.2 General obligations of the ANSPs

Has the State verified that, when ATFM measures have to be applied, the ATS units are coordinating with the central unit for ATFM through the local ATFM unit?	N
Under development	
Has the State verified that ATS units are providing the central unit for ATFM with the data required under Art. 6.5 of the ATFM Regulation?	N
Under development	

14.10 Interoperability

14.10.1 NSA responsibilities

Name of the NSA:	BHDCA	
The NSA has defined and allocated tasks and responsibilities in respect of interoperability in accordance with the interoperability Regulation and safety oversight Regulation:		N
Under development		
The NSA has developed Process Descriptions defining the supervision of compliance as defined in:		
- **Reg. N° 552/2004 Art. 6.2 & 7.1:**		N
- **Reg. N° 1315/2007 Art. 5(d)(i); and Art 9:**		N
These process Descriptions:		
- Address the definition of systems subject to verification according to ANNEX I Reg. N° 552/2004:	N	
- Address verification of ANSP(s) compliance with the conditions (specified in the IRs) which must be demonstrated in order that the ANSP(s) may conduct CA/verification of systems:	N	
- Specify the scope of the verification of the material provided by the ANSP:	N	
- Define how to proceed in case of conformity:	N	
- Define how to proceed in case of non-conformity:	N	
- Define 'templates' (e.g. for the declarations, technical files):	N	
Changes since previous AR:	No changes	

The NSA has verified if the ANSP(s) have fulfilled the conditions allowing them to conduct conformity assessment/verification of systems without using a Notified body	N
Under development	

Additional information:	–

14.10.2 Notified Bodies

Has the state appointed any Notified Body during the reporting period?				N
Name	**Area of Responsibility**	**Date of notification to the EC**	**ID number obtained from the EC**	**Have the ANSP(s) requested their services since the last AR?**
N/A				

14.10.3 Verification of Compliance

This section covers the status of compliance of Bosnia and Herzegovina with the interoperability Regulation and the associated implementing rules.

14.10.3.1 Regulation (EC) No 552/2004 on Interoperability

The System installed in Bosnia and Herzegovina is of basic capabilities and functionalities, thus non compliant with the interoperability requirements. The verification pursuant to the Regulation (EC) No 552/2004 will be performed on the new ATM system to be operational from 2013.

Number of EC Declarations of verifications of systems put into service between 01.01.2010 and 31.12.2010:				N/A
If applicable, number of EC declarations of verifications of systems submitted by ANSPs certified in another State and providing services within the airspace under the responsibility of *Bosnia and Herzegovina*				N/A
Abbrev./Name of ANSP	**Abbrev./ Name of system concerned**	**Type of system[4]:**	**Declaration date:**	**Additional Information**
-				

Number of EC Declarations of conformity or suitability for use of constituents received by the NSA between 01.01.2010 and 31.12.2010:			N/A
Manufacturer	**Constituent Concerned**	**Decl. date**	**Additional Information**
-			

The NSA(s) ascertained non-compliance cases from the above EC Declarations, leading to safeguard measures. If yes,				N/A
Communicated to the Commission		Concerned System/Constituent		Date and Ref of the Communication

14.10.3.2 Regulation (EC) No 1032/2006 on Coordination and Transfer

The information reported in this section is complemented by ESSIP Objective ITY-COTR.

Has the NSA verified compliance of the ANSP(s) with this Regulation?	N
Provide brief relevant information plans or preparatory work been initiated to meet the 31.12.2012 date for ensuring and confirming compliance of the relevant EATMN systems in operation by that date:	
Under development	

14.10.3.3 Regulation (EC) No 633/2007 on flight message transfer protocol

The information reported in this section is complemented by ESSIP Objective ITY-FMTP.

Has the NSA verified the compliance of the ANSP(s) with this Regulation?	N

[4] Indicate the type of the system using the classification laid down in Annex I of the interoperability Regulation; e.g. Type 1: Systems and procedures for airspace management, Type 2: Systems for air traffic flow management, etc.

Do the ANSPs under the supervision of the NSA plan to make use of the new transitional arrangements provided for in the amendment to the FMTP Regulation?	N

14.10.3.4 Regulation (EC) No 1033/2006 on procedures for flight plans in pre-flight phase

Has the NSA verified the compliance of the ANSP(s) with this Regulation?	Y
Indicate the measures taken to ensure awareness and preparedness of the stakeholders for compliance with the new ICAO flight plan format applicable from November 2012 as required by the amended IFPL Regulation.	
Under development	

14.10.3.5 Regulation (EC) No 1265/2007 on air-ground voice channel spacing

The information reported in this section is complemented by ESSIP Objective ITY-AGVCS.

Has the NSA verified the compliance of the ANSP(s) with this Regulation?	Y
Has the State communicated during the reporting period any 8.33 kHz assignments for publication in the ICAO COM 2 Table?	Y
Has the State ascertained non-compliances with this regulation leading to corrective measures?	Y

14.10.3.6 Regulation (EC) No 262/2009 on allocation and use of Mode S interrogator codes

Have the Mode S operators ensured that the radar head electronics constituent of their Mode S interrogators:	
▪ Support the use of SI and II codes in compliance with the relevant ICAO provisions?	N
No plans at present	
▪ Support the use of II/SI code operation in compliance with Annex III of the Regulation?	N
No plans at present	
Has the State ascertained any non-compliance of a Mode S operator with the applicable requirements?	Y
Currently working on validating Mode S functionality of Jahorina radar. Recent tests have discovered some anomalies related to over-interrogation. Currently only conventional MSSR is operational.	
Has the State taken the necessary measures to provide an interrogator code allocation system to the Mode S operators?	N
–	
Has the State performed the required checks on the validity of interrogator code applications received form Mode S operators before making them available through the interrogator code allocation system for coordination?	N
Has the State taken measures to ensure the coordination of the use of interrogator codes with overlapping coverage of Mode S radars in third countries, as applicable?	N
The State brought forth to the Commission any matter related to disagreements on changes to the interrogators code allocation plans	N
The Mode S operators have implemented monitoring means to detect interrogator code conflicts?	N
Have the Mode S operators implemented a fall back mode of operation?	N
Have the Member States taken the necessary measures to ensure that the military units operating	N

Mode S interrogators comply with the applicable requirements of the Regulation?	

14.10.3.7 Regulation (EC) No 29/2009 on data link services

The information reported in this section is complemented by the ESSIP Objective ITY-AGDL.

Regulation (EC) No 29/2009 is in force and will apply from February 2013. The mandatory introduction of DLS requires that comprehensive plans and implementing action are prepared and put in place well in advance of that date, mainly by the ATSP/CNSPs (in relation to articles 3, 9 and 12), by the aircraft operators (article 6), the States (articles 7 and 8), the manufacturers (article 11) etc. This Annual Report attempts to capture relevant information on whether there is awareness by the State and the main concerned stakeholders and if any preparatory work has been initiated[5].

Please indicate the measures taken to ensure the awareness of the stakeholders with the mandatory introduction of DLS in accordance with the Regulation.
-

14.10.3.8 Regulation (EC) No 73/2010 on the quality of aeronautical data and aeronautical information

Regulation (EC) No 73/2010 is in force and will apply from July 2013 with some articles applicable from 1 July 2014. The regulation also identifies transitional provisions for aeronautical data and aeronautical information published before 1 July 2013 as well as with regard relevant differences notified to ICAO vis-à-vis Chapter 3, Section 3.2.10 (Cyclic redundancy check) of Annex 15 to the Chicago Convention.

The application of ADQ requires that comprehensive plans and implementing action are prepared and put in place well in advance of that date by all the impacted stakeholders[6]. This Annual Report attempts to capture relevant information on whether there is awareness by the State and the concerned stakeholders and if any preparatory work has been initiated.

Has the State identified the stakeholders impacted by the provisions of the ADQ Regulation?	N
Under development	
Please indicate the measures taken to ensure the awareness of the stakeholders with the applicable requirements of the ADQ Regulation.	
Has the NSA already verified any compliance on subjects now covered in ADQ (e.g. QMS) being for example based on other regulations (e.g. Common Requirements)?	N
Under development	

14.10.3.9 Additional information with respect to compliance with the Interoperability IRs

No additional information

14.11 Air Navigation Charging

Enforcement measures (additional to existing judicial measures) are in place for the collection of air navigation charges			N
Type of measure in place		**National Legal Basis**	**Has been effectively applied to date**
Denial of services	N	N/A	-
Detention of aircraft	N	N/A	-
Other	N	N/A	-
Has your State decided to defer the application of Regulation No. 1794/2006 in respect of terminal			N

[5] The ECAA and EEA States FIRs are not included in the list of Annex I to Regulation (EC) No 29/2009. However, to the extent possible, these States should also provide relevant information on whether they have initiated or intend to initiate plans or preparatory work to achieve compliance with this regulation.

[6] See ADQ Implementation Support Cell at www.eurocontrol.int/adq. Contact details: E-mail: adq@eurocontrol.int ; Telephone: +32 2 729 9818

charges until 01.01.2015?	
Changes since previous AR:	No changes

The implementation of SES Legislation by Bosnia and Herzegovina is based on ECAA Agreement with the European Union.

Pursuant to Article 7(2) of Regulation (EC) No 551/2004, Part III-Chapter 15 of BA LSSIP 2011-2015 fulfils Bosnia and Herzegovina's obligation to report to the European Commission on the application of the concept of the flexible use of airspace in respect of the airspace under its responsibility for the period from 1st January 2010 till 31st December 2010.

This report is collected by EUROCONTROL on behalf of the European Commission pursuant to a request by the European Commission.

For Bosnia and Herzegovina,
Đorđe Ratkovica, Director Genaral

Signature

Date
27 January 2011

Chapter 15 - Annual Report on the Application of FUA

15.1 National organisation and responsibilities at the 3 levels of FUA

15.1.1 At Strategic Airspace Management Level 1

FUA Level 1 Implemented:	N	**The State has established appropriate FUA Level 1 mechanisms, e.g. High Level Airspace Policy Body:**	N	The Ministers Council –Ministry of Transport and Communication and Ministry of Defence are responsible for FUA Level 1
Strategic airspace management (level 1) not yet applied. Currently, no operational justification . Bosnia and Herzegovina has published a Regulation on Establishing Rules for FUA. Aviation Law (Article 22.) -For the purpose of strategic airspace management (level 1.) and for preparation of proposals essential to airspace management, the Council of Ministers shall establish the Airspace Management Committee composed of three civil and two military representatives.				
Measures established to ensure consistency between:		**- ASM and ATFM:**	N	
		- ASM and ATS:	N	
The State has notified the Commission the identified persons/organisations responsible for all the tasks listed in Art. 4.1 of the FUA Regulation:		N	**Date and Reference of the Communication:**	

The State has ensured that the following tasks related to ASM Level 1 are performed by the responsible body (referred to above):	
- Regularly review and address users' requirements	N
No operational requirements	
- Approve activities which require airspace reservation or restriction	N
No operational requirements and justification	
- Define temporary airspace structures and procedures to offer multiple airspace reservation and route options	N
No requirements	
- Establish criteria and procedures providing for the creation and use of adjustable lateral and vertical limits of the airspace	N
No operational requirements and justification	
- Assess the national airspace structures and route network with the aim of planning for flexible airspace structures and procedures	N

No operational requirements and justification	
- **Define specific conditions under which the responsibility for separation between civil and military flights rests on the ATS units or on the controlling military units**	N
N/A	
- **Establish mechanisms to assess performance of FUA operations**	N
Adopting of relevant regulation in case BH becomes member of NATO	
- **Based on the outcome of this assessment, periodically review and revise as necessary, airspace procedures**	N
- **Establish mechanisms to archive data on the requests, allocation and actual use of airspace structures for further analysis and planning activities**	N
No mechanisms for archiving.	

Apart from Danger Areas over the High Seas and Prohibited areas, the State has abandoned application of permanent airspace restrictions:	N	Prohibited and Danger areas are considered as permanent airspace restrictions. There is no plan to abandon the application of prohibited and danger areas.
Changes since previous FUA Report:	Bosnia and Herzegovina has published a Regulation on Establishing Rules for FUA. (transposition of EU Regulation into BH legislation)	

15.1.2 At Pre-tactical Airspace Management Level 2

FUA Level 2 Implemented:	N	**Airspace Management Cell – AMC:**	N	a) The Ministers Council – Ministry of Transport and Communication and Ministry of Defence are responsible for FUA Level 1.Working methodology will be established under special regulation to be enacted by the BHDCA. b) Our neighbouring States are not informed about contact points for international coordination.	**Joint Civil-Military Cell:**	N

Pre-tactical Airspace Management (level 2) not yet applied. Only partial application. Currently, no operational justification.

Aviation Law (Article 23.) -For the purpose of operational airspace management (level 2.), the Service Provider shall establish an Airspace Management Cell (AMC) which shall include representatives appointed by the Ministry of Defence as well.

The airspace is allocated in accordance with the conditions and procedures defined in Article 4.1:	N	N/A
The established AMC (referred to above) is provided with adequate dedicated ASM supporting systems to perform and communicate the pre-tactical airspace management tasks:	N	N/A
Changes since previous FUA Report:	Bosnia and Herzegovina has published a Regulation on Establishing Rules for FUA. (transposition of EU Regulation into BH legislation)	

15.1.3 At Tactical Airspace Management Level 3

FUA Level 3 implemented:	N	Tactical Airspace Management (level 3) not jet applied . Only partial application. Currently, no operational justification. Aviation Law (Article 24.) -For the purpose of real-time airspace management (level 3.) the Service Provider and the Ministry of Defence shall establish procedures for civil-military coordination and ensure communications systems providing interchange of data in order to facilitate the activation, deactivation and relocation of airspace as defined by the Airspace Management Cell.(2) The Service Provider shall establish procedures for civil-military coordination and communications systems between organizational units responsible for operating services within the airspace.

The State has ensured that the relevant ATS Units and controlling military units:				
- establish coordination procedures and communication facilities to allow the real-time activation, deactivation or reallocation of airspace allocated at pre-tactical level:				Y
The co-ordination procedures are contained in the LoA.				
- establish coordination procedures to ensure the timely and effective exchange of any modification of planned airspace reservations and the adequate notification to all affected users:				Y
The co-ordination procedures are contained in the LoA.				
- establish coordination procedures and supporting systems to ensure safety when managing interactions between civil and military flights:				Y
There is no military ATS unit, civil ATS unit ensuring safety when managing interactions between civil and military flights				
- establish coordination procedures to permit direct communication of relevant information to resolve specific traffic situations where civil and military controllers are providing services in the same airspace:				Y
Specifically:	**- Position of aircraft**	Y	Civil ATS units provides the capability for voice and data exchanging	
	- Flight intention of aircraft (e.g. exchange of Flight Plan data)	N	Civil ATS units are not equipped jet.	
All airspace reservations are released as soon as activities having caused their establishment cease:				N
Changes since previous FUA Report:				
Changes since previous FUA Report:	Bosnia and Herzegovina has published a Regulation on Establishing Rules for FUA. (transposition of EU Regulation into BH legislation)			

15.2 Cooperation between Member States at the 3 levels of FUA

15.2.1 At Strategic Airspace Management Level 1

The State coordinates its airspace management policy with the respective States to jointly address the use of cross-border airspace structures:	N	No operational needs exist

Type(s) of cross-border airspace use is applied in the State:				
Cross-border area	N	N/A		
Shared reserved airspace (TRA and TSA)	N	N/A		
Conditional routes	N	N/A		
The State has established with neighbouring States one common set of standards for separations between civil and military flights for cross-border activities:			N	Not planned
Changes since previous FUA Report:	No changes			

15.2.2 At Pre-tactical Airspace Management Level 2

If cross-border operations apply, has the State established a joint or multinational AMC with neighbouring State(s):		N	No operational needs exist
Changes since previous FUA Report:	No changes		

15.2.3 At Tactical Airspace Management Level 3

The State has established a common set of procedures to manage specific traffic situations and/or to enhance the real-time airspace management between civil and military units involved in or concerned with cross-border activities:		N	No operational needs exist
Changes since previous FUA Report:	No changes		

15.3 Safety assessment

The State has established a safety management process to conduct all safety assessment activities before the introduction of any changes to the operations of the FUA:	N	Will be planned if necessary

15.4 Performance assessment

Evaluation of the functioning of agreements, procedures and supporting systems established at the 3 levels		
Safety	N	
Airspace capacity	N	
Efficiency	N	
Flexibility	N	

15.5 Compliance monitoring

The State is fully compliant with the FUA Regulation (EC Regulation 2150/2005):	N
Bosnia and Herzegovina has published a Regulation on Establishing Rules for FUA. (transposed EU Regulation into BH legislation) "Official Gazette of BH" No 79/10	

The State has established a FUA compliance monitoring processes:	N
Additional comments:	No comments

15.6 Problems encountered and need for changes

Problems encountered in the implementation of the FUA regulation and need for changes
BH estimates that the FUA Level 1 implementation will start by establishing of the Airspace Management Committee in 2011.

LSSIP 2011-2015

PART IV - TRAFFIC AND ATM PERFORMANCE

PART IV APPROVAL SHEET

The following authorities have approved Part IV of the present issue of the LSSIP document and their signature confirms the correctness of the reported information and reflects their commitment to implement the actions identified.

Stakeholder / Organisation	Name	Position	Date and signature
BHDCA	Đorđe RATKOVICA	Director General	30.03.2011
BHDCA	Marinko ŠIMUNOVIĆ	Deputy Director General for Air Navigation	30.03.2011.
BHDCA	Đelal HASEČIĆ	Deputy Director General for Regulatory	30.03.2011
Military Authority	Ahmet H. OMEROVIĆ	Ministry of Defense Assistant Minister for Policy and Planning	26.04.2011

Explanation of Part IV changes

Impact and changes to this Part are mainly due to the Performance Scheme IR (No 691/2010) that entry into force on 29 July 2010.

In this context and considering that:

- ➔ EU-wide target and alert thresholds for Reporting Period 1 will be adopted by the EC end 2010;
- ➔ NSAs have to propose national/FAB performance targets after consultation with stakeholders by June 2011;
- ➔ States will adopt their performance plans containing binding performance targets and thresholds, if applicable, by mid-2011.

the first two chapters on this Part IV present the State's current forecast profiles for the two Key Performance Indicators which will be mandatorily part of the States' performance plans at national/FAB level:

- Cost-efficiency – determined unit rate for en route air navigation services (chapter 16);
- Capacity – minutes of en route ATFM delay per flight (chapter 17);

In addition the last chapter (chapter 18) presents the forecast profile for Traffic and Capacity for selected airports in the State (either the airports generating ATFM delays or main Airport in the State).

16.1 Pan-European cost-efficiency KPI and target for 2012-2014

The PC at its 34th Session held on 30 November and 1 December 2010, “agreed to the principle of the adoption by EUROCONTROL of pan-European performance targets valid until 2014 and requested the PRC to propose such targets for adoption by the Provisional Council and approval by the Permanent Commission at their next session in May 2011”.

Such pan-European performance targets will need to be consistent with the EU-wide targets and are foreseen to be based on the same KPIs.

16.2 National/FAB cost-efficiency KPI for the period 2012-2014

For the SES States, the cost-efficiency KPI at national/FAB level is the determined unit rate for en-route air navigation services, defined as the ratio between the determined costs and the forecast traffic expressed in service units. It is expressed in national currency and in real terms and provided for each year of the reference period.

For the non-SES States, this would correspond to the national en-route unit cost per service unit, defined as the ratio between the en-route costs expressed in national currency and in real terms and the traffic expressed in service units.

16.3 Bosnia and Herzegovina’s November 2010 profile for the cost-efficiency KPI for 2012-2014

The tables and graph below show Bosnia and Herzegovina’s cost-efficiency KPI profile based on the data provided at the November 2010 session of the EUROCONTROL enlarged Committee for Route Charges and calculated by the PRU according to the above KPI definition.

Bosnia-Herzegovina's real en-route unit cost profile 2012-2014, based on November 2010 data

1) Total ANS en-route costs in nominal terms in national currency (BAM)

ANS en-route costs by nature (in BAM)	2009 A	2010 F	2011 F	2012 F	2013 F	2014 F	2014 vs 2009 (Avg/Y)	2014 vs 2011 (Avg/Y)
Staff	5 268 975	8 469 320	11 333 319	21 678 000	21 762 000	21 810 000	32.9%	24.4%
Other operating costs *	31 425 734	32 576 981	35 018 249	9 904 581	9 893 912	9 926 912	-20.6%	-34.3%
Depreciation	1 360 620	3 942 690	3 942 690	5 378 000	5 420 000	5 467 000	32.1%	11.5%
Cost of capital	521 571	2 010 846	2 010 845	2 899 000	2 900 000	2 920 000	41.1%	13.2%
Exceptional items	-	-	-	-	-	-		
Total ANS en-route costs (in BAM)	**38 576 900**	**46 999 837**	**52 305 103**	**39 859 581**	**39 975 912**	**40 123 912**	**0.8%**	**-8.5%**

* including EUROCONTROL Costs

ANS en-route costs by entity (in BAM)	2009 A	2010 F	2011 F	2012 F	2013 F	2014 F	2014 vs 2009 (Avg/Y)	2014 vs 2011 (Avg/Y)
BHANSA	7 845 043	10 467 907	19 599 521	32 806 000	32 849 000	32 925 000	33.2%	18.9%
SMATSA	12 290 165	9 955 159	12 001 529	-	-	-		
CCL*	12 923 550	13 345 031	13 731 270	-	-	-		
CAA/NSA **	5 518 142	13 231 740	6 972 783	7 053 581	7 126 912	7 198 912	5.5%	1.1%
Total ANS en-route costs (in BAM)	**38 576 900**	**46 999 837**	**52 305 103**	**39 859 581**	**39 975 912**	**40 123 912**	**0.8%**	**-8.5%**
* Exchange rate HRK (1 EUR=)	*7.33804*	*7.30204*	*7.28532*	*7.28000*	*7.28000*	*7.28000*		

** including EUROCONTROL Costs

EUROCONTROL costs (in BAM)	2009 A	2010 F	2011 F	2012 F	2013 F	2014 F	2014 vs 2009 (Avg/Y)	2014 vs 2011 (Avg/Y)
EUROCONTROL costs (in EUR)	1 015 025	1 085 000	1 094 546	1 073 000	1 053 000	1 053 000	0.7%	-1.3%
Exchange rate (1 EUR=)	1.93710	1.94247	1.93344	1.93344	1.93344	1.93344	0.0%	0.0%
EUROCONTROL costs (in BAM)	1 966 205	2 107 580	2 116 239	2 074 581	2 035 912	2 035 912	0.7%	-1.3%

2) Total ANS en-route costs in real terms in national currency (in BAM at 2009 prices)

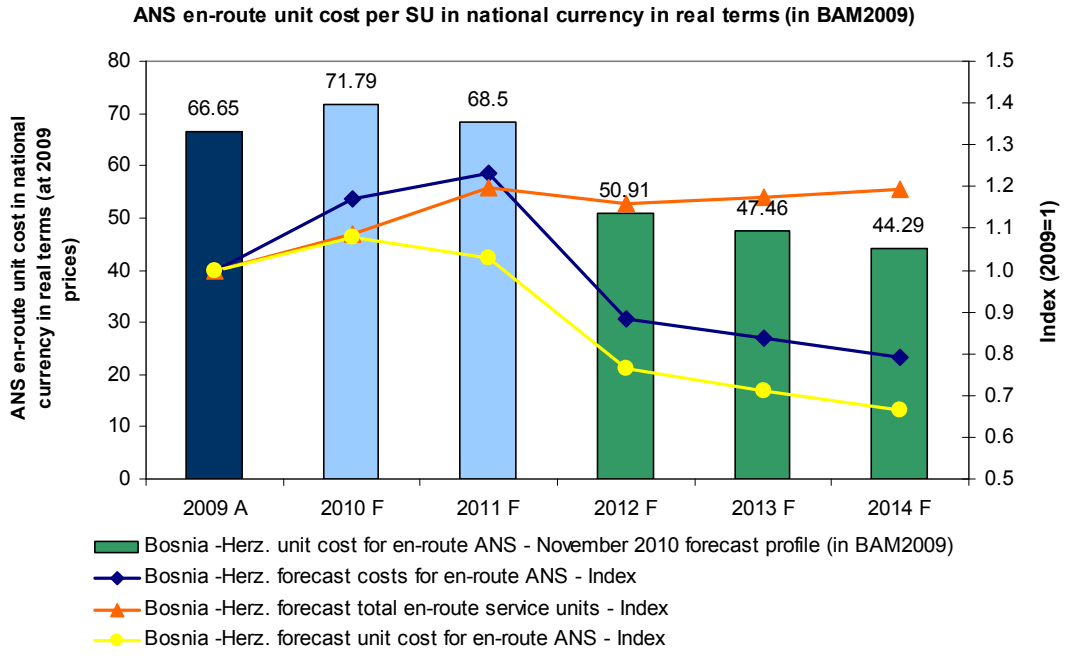
ANS en-route costs in real terms in national currency (at 2009 prices)	2009 A	2010 F	2011 F	2012 F	2013 F	2014 F	2014 vs 2009 (Avg/Y)	2014 vs 2011 (Avg/Y)
* Exchange rate HRK (1 EUR=)	38 576 900	46 999 837	52 305 103	39 859 581	39 975 912	40 123 912	0.8%	-8.5%
Inflation rate		4.00%	6.00%	6.00%	6.00%	6.00%		
Inflation index (100 in 2009)	100.00	104.00	110.24	116.85	123.87	131.30	5.6%	6.0%
Total costs in real terms (in BAM2009)	**38 576 900**	**45 192 151**	**47 446 574**	**34 110 467**	**32 273 603**	**30 559 516**	**-4.6%**	**-13.6%**

3) Bosnia-Herzegovina's real en-route unit cost profile 2012-2014 based on November 2010 data

Real en-route unit rate cost profile 2012-2014	2009 A	2010 F	2011 F	2012 F	2013 F	2014 F	2014 vs 2009 (Avg/Y)	2014 vs 2011 (Avg/Y)
Total costs in real terms (in BAM2009)	38 576 900	45 192 151	47 446 574	34 110 467	32 273 603	30 559 516	-4.6%	-13.6%
Total SU	578 774	629 511	692 607	670 000	680 000	690 000	3.6%	-0.1%
Real en-route unit cost profile (in BAM2009)	**66.65**	**71.79**	**68.50**	**50.91**	**47.46**	**44.29**	**-7.8%**	**-13.5%**
% n/n-1		7.7%	-4.6%	-25.7%	-6.8%	-6.7%		
Real en-route unit cost (in 2009EUR at 2009 exchange rate)	34.41	37.06	35.36	26.28	24.50	22.86	-7.8%	-13.5%
% n/n-1		7.7%	-4.6%	-25.7%	-6.8%	-6.7%		

Source: Enlarged Committee for Route Charges November 2010
Data computation: EUROCONTROL PRU

Bosnia -Herz.'s profile for the cost-efficiency KPI for 2012-2014 based on the November 2010 forecast data



Chapter 17 - En-route Traffic and Capacity

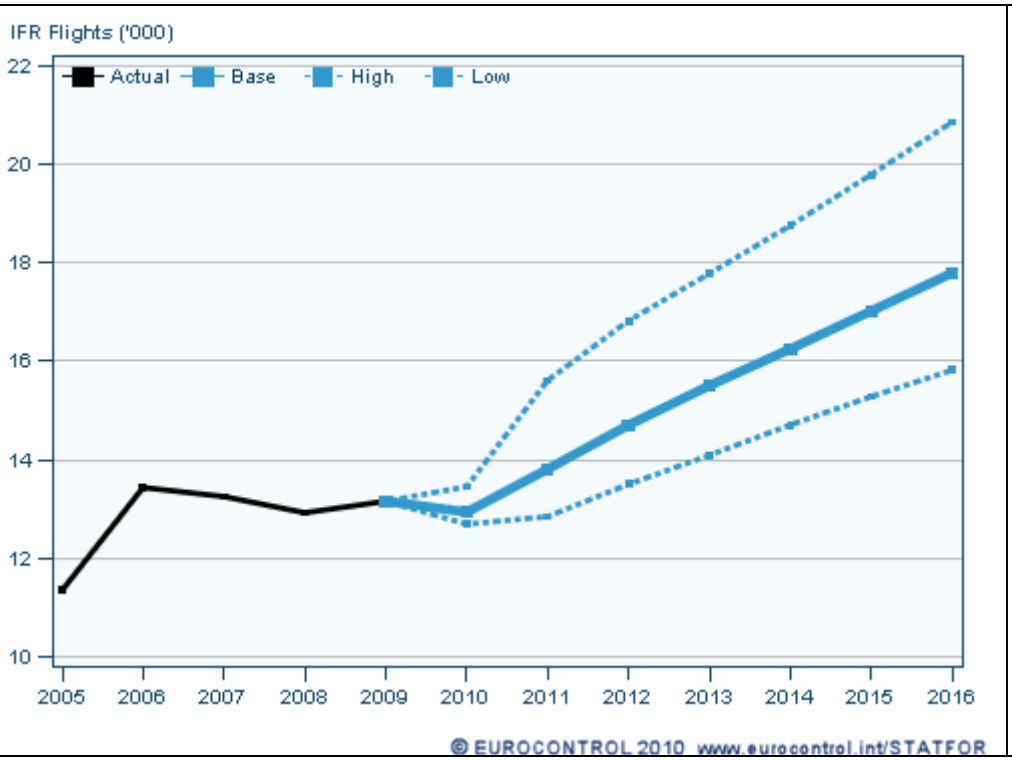
The en-route traffic and capacity for Sarajevo FIR, please refer to the Croatian and Serbian LSSIP documents.

The Croatia Control Limited and Serbia and Montenegro ATS Agency Limited have been delegated service provision within the en-route portion of Sarajevo FIR.

18.1 SARAJEVO Airport (LQSA)

18.2 Airport traffic

The graph below shows traffic development from 2006 to actual and traffic forecast until 2015 (Departures + arrivals).



Sources:
Data 2006-2009: CFMU Forecast 2010-2015: STATFOR MTF September 2010

IFR movements yearly growth										
Airport	**Scenario**	**2007**	**2008**	**2009**	**2010**	**2011**	**2012**	**2013**	**2014**	**2015**
LQSA	Actual	-1.4%	-2.5%	1.8%	-3.0%	.	.	.	.	.
LQSA	Base	.	.	.	-1.7%	6.8%	6.5%	5.5%	4.8%	4.7%
LQSA	High	.	.	.	2.2%	16%	7.8%	5.7%	5.5%	5.5%
LQSA	Low	.	.	.	-3.5%	1.2%	5.1%	4.4%	4.4%	3.9%

18.3 Airport Delays and Capacity

Sarajevo Airport is NOT one of the 28 airports identified as potentially having an effect upon the network in terms of ATFCM delays (Cf. Network Operations Plan Summer 2010 Annex 2 airports). There is no significant capacity problem for this airport and, therefore, there is no section on delays in the LSSIP.

18.3.1.1 Sarajevo Airport Current Declared Capacity

Peak Operations

The Sarajevo Airport maximum declared capacity is 12 flights/h (it depends of aircraft type).

Capacities for different runway configurations				
Runway Config.:	**Max Arrivals :**	**Max Departures:**	**Global :**	**Optimum**
Single RWY configuration	12	20	12	12
Additional Information:				

Capacities during adverse weather conditions
Category II : ARR/h
Category III : ARR/h
Additional Information: Sarajevo airport does not have limitation for arrivals during low visibility. In AIP, BHDCA published procedure for arrival and procedure for miss approach for airport Sarajevo. **In accordance with these procedures, the company must make its own procedures.**

The standard method of operations (optimum conditions) for Sarajevo Airport is:

18.3.1.2 TMA / APPROACH

Does TMA / Approach constrain airport capacity?	**Changes foreseen in TMA:**
No	

18.3.1.3 Airport planned development

Action Plan	2011	2012	2013	2014	2015
AOP01.2 - Implement airside capacity enhancement method and best practices based on EUROCONTROL capacity and efficiency implementation manual	N/A	N/A	N/A	N/A	N/A
AOP04.1 - Implement Advanced Surface Movement Guidance and Control System (A-SMGCS) Level I	N/A	N/A	N/A	N/A	N/A
AOP04.2 - Implement Advanced Surface Movement Guidance and Control System (A-SMGCS) Level 2	N/A	N/A	N/A	N/A	N/A
AOP05 - Implement airport Collaborative Decision Making (CDM)	N/A	N/A	N/A	N/A	N/A
AOP08 - Implement Airport Airside Capacity Planning Method	N/A	N/A	N/A	N/A	N/A
Additional local actions	N/A	N/A	N/A	N/A	N/A
(Resulting) Global Maximum Capacity Objective / Forecast	**6770 operations**				
Yearly planned capacity increase	**+ 1,5%**				
Expected delays reduction					

Legend:
200y : Objective/project implemented in the year 200y (i.e. prior to 2010)
X : Objective/project (planned) to be implemented in the corresponding years.
= : No major delays reduction expected
+ : Expected reduction in delays

Annexes

Annex A – Specialists involved in the LSSIP Process

LSSIP Co-ordination (and Part I – State Context)

LSSIP Focal Point for Bosnia and Herzegovina	Radomir Gavric	
LSSIP Contact Person for Bosnia & Herzegovina	Vladimir Jevtic	

PART II – ESSIP Objectives Implementation

ESSIP Objective	EUROCONTROL working arrangement	EUROCONTROL Objective Owner	EUROCONTROL LSSIP Advisor	National Specialist(s)
AOM13.1	ANT	Edgar REUBER	Vladimir JEVTIC	Radomir Gavric
AOM18	ANT	Razvan BUCUROIU	Vladimir JEVTIC	Fulurija Edhem
AOM19	ANT	Anders HALLGREN	Vladimir JEVTIC	tbd
AOP01.2	AOT	Eric MIART	Franck MONTOYA	tbd
AOP03	AOT	Eric MIART	Franck MONTOYA	tbd
AOP04.1	AOT	Eric MIART	Franck MONTOYA	tbd
AOP04.2	AOT	Eric MIART	Franck MONTOYA	tbd
AOP05	AOT	Eric MIART	Franck MONTOYA	tbd
AOP08	AOT	Eric MIART	Franck MONTOYA	tbd
ATC02.2	FASTI SG	Chris BRAIN	Ivan PENDATCHANSKI	Amer Kapetanovic
ATC02.5	FASTI SG	Chris BRAIN	Ivan PENDATCHANSKI	Amer Kapetanovic
ATC02.6	FASTI SG	Chris BRAIN	Ivan PENDATCHANSKI	Amer Kapetanovic
ATC02.7	FASTI SG	Chris BRAIN	Ivan PENDATCHANSKI	Amer Kapetanovic
ATC07.1	FASTI SG	Chris BRAIN	Ivan PENDATCHANSKI	Amer Kapetanovic
ATC12	FASTI SG	Chris BRAIN	Ivan PENDATCHANSKI	Amer Kapetanovic
COM06	COM Team	Yvan FISCHER	Paraskevas KORFIATIS	Amer Kapetanovic
COM09	COM Team	Yvan FISCHER	Paraskevas KORFIATIS	Amer Kapetanovic
COM10	COM Team	Yvan FISCHER	Paraskevas KORFIATIS	Amer Kapetanovic
ENV01	AOT	Eric MIART	Franck MONTOYA	tbd
ENV02	AOT	Eric MIART	Franck MONTOYA	tbd
FCM01	ODSG	Alain FOURNIE	Vladimir JEVTIC	tbd
FCM03	ODSG	Alain FOURNIE	Vladimir JEVTIC	tbd
GEN01	Contingency	Antonio LICU	Stephen WILLIAMS	tbd
HUM01.1	HR Team	Antonio LICU	Hermann RATHJE	tbd
HUM02.1	HR Team	Antonio LICU	Hermann RATHJE	tbd
HUM03.1	HR Team	Antonio LICU	Hermann RATHJE	tbd
HUM04	HR Team	Antonio LICU	Hermann RATHJE	tbd
HUM05	HR Team	Antonio LICU	Hermann RATHJE	tbd
INF01	EAD PSG	Martin ADNAMS	Raffi KHATCHERIAN	Sanela Zekic

INF04	AIST	Martin ADNAMS	Raffi KHATCHERIAN	Sanela Zekic
INF05	CHAIN PSG	Martin ADNAMS	Raffi KHATCHERIAN	Amer Kapetanovic
ITY-AGDL	LINK PSG	Peter GREEN / Martin ADNAMS	Paraskevas KORFIATIS	Amer Kapetanovic
ITY-AGVCS	8.33 PSG	Martin ADNAMS / Octavian CIOARA	Paraskevas KORFIATIS	Amer Kapetanovic
ITY-COTR	OLDI-TF	Chris BRAIN / Octavian CIOARA	Ivan PENDATCHANSKI	Amer Kapetanovic
ITY-FMTP	COM Team	Yvan FISCHER / Eivan CERASI	Paraskevas KORFIATIS	Amer Kapetanovic
NAV03	ANT/NASG	Roland RAWLINGS	Adriatik KOKONA	tbd
NAV06	ANT/NASG	Francisco SALABERT	Adriatik KOKONA	tbd
NAV10	ANT/NASG	Roland RAWLINGS	Adriatik KOKONA	tbd
SAF04	Safety Team	Antonio LICU	Giles LE GALO	tbd
SAF05	Safety Team	Antonio LICU	Giles LE GALO	tbd
SAF10	Safety Team	Antonio LICU	Giles LE GALO	tbd
SRC-AUDI	SRC	Juan VAZQUEZ	Vlad LEU	Enes Mujezinovic
SRC-CHNG	SRC	Juan VAZQUEZ	Vlad LEU	tbd
SRC-OVCA	SRC	Juan VAZQUEZ	Vlad LEU	Enes Mujezinovic
SRC-RLMK	SRC	Juan VAZQUEZ	Vlad LEU	Selma Hodzic
SRC-SLRD	SRC	Juan VAZQUEZ	Vlad LEU	Enes Mujezinovic
SUR02	MAPSG	John LAW	Raffi KHATCHERIAN	tbd
SUR04	MAPSG	John LAW	Raffi KHATCHERIAN	tbd
SUR05	ADS PSG	John LAW	Raffi KHATCHERIAN	tbd

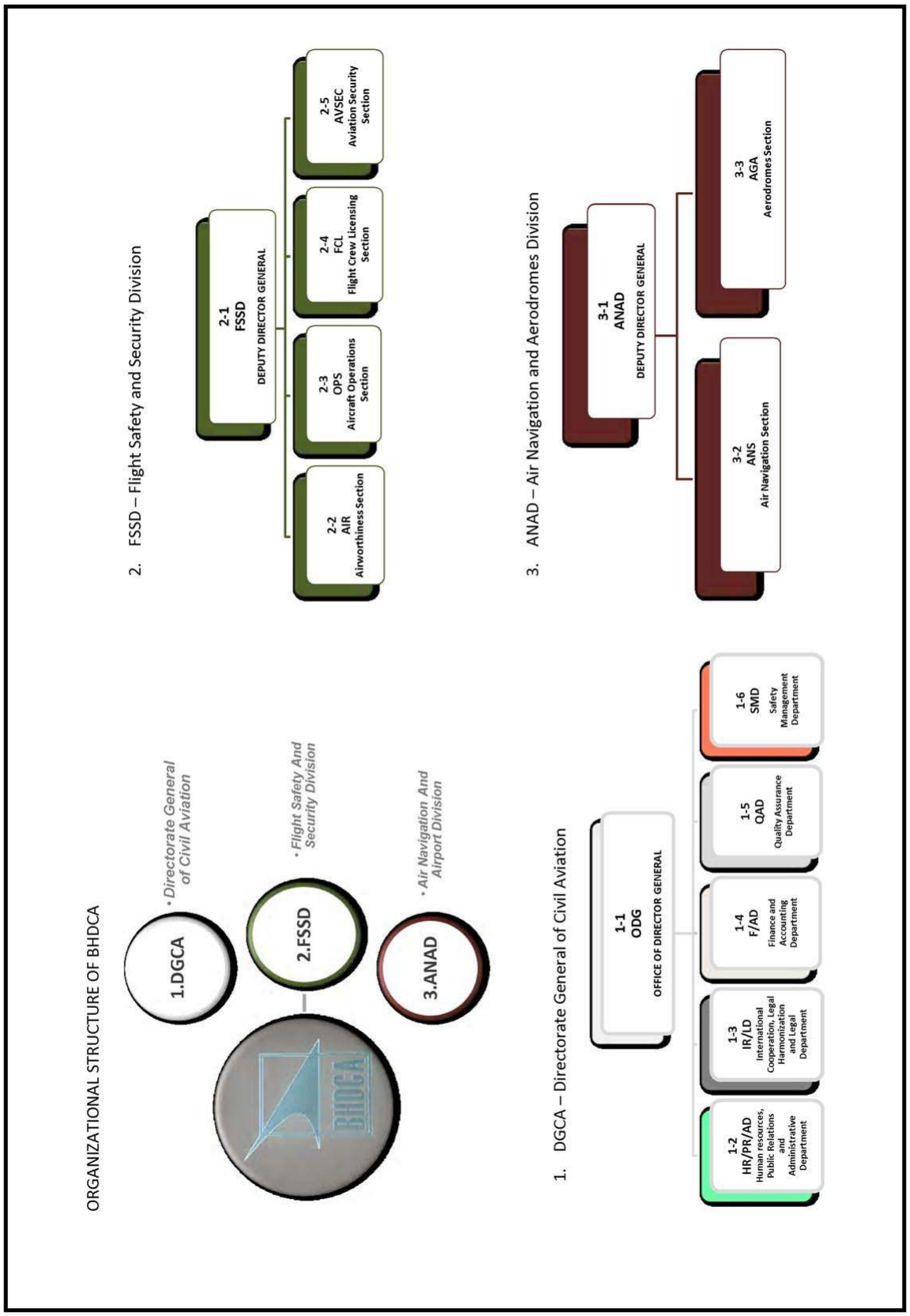
PART III – Implementation of SES Legislation

Report		National Specialist(s)
SES Annual Report	SES Reporting Team: sesreporting@eurocontrol.int	Selma Hodzic
FUA Annual Report		Radomir Gavric

PART IV – Traffic and ATM Performance

Area	EUROCONTROL Manager	EUROCONTROL LSSIP Advisor	National Specialist(s)
Traffic	Razvan BUCUROIU / Stéphanie VINCENT	Serge BAGIEU	tbd
En-route Capacity	Razvan BUCUROIU / Stéphanie VINCENT	Serge BAGIEU	tbd
Airport Capacity	Gregory DE CLERCQ	Serge BAGIEU	Davor Budimir
Cost-effectiveness	Razvan BUCUROIU	Serge BAGIEU	Bojana Jovicic

Annex B – National Stakeholders Organisation Charts



Annex C – Glossary of Abbreviations

ACAS	Airborne Collision Avoidance System
ACC	Area Control Centre
AGY	Agency
AIC	Aeronautical Information Circular
AIS	Aeronautical Information Services
ANS	Air Navigation Services
ANSP	ANS Provider
AOM	Airspace Organisation and Management
AOP	Airports Operations (Domain)
APP	Approach
ASATC	Air Safety and Air Traffic Control Project
ATFCM	Air Traffic Flow and Capacity Management
ATC	Air Traffic Control
ATFM	Air Traffic Flow Management
ATM	Air Traffic Management
ATS	Air Traffic Services
BH	Bosnia and Herzegovina
BHDCA	Bosnia and Herzegovina Directorate of Civil Aviation
BHANSA	Bosnia and Herzegovina Agency for Air Navigation Services
FAB -CE	Central European Functional Airspace Block
CCL	Croatia Control Ltd.
CFIT	Controlled Flight In Terrain
CFMU	Central Flow Management Unit
CNS	Communications, Navigation and Surveillance
CP	Contact Person
COM	Communications
COB	Confirmed Off-Block Time
CTR	Control Zone
DPS	Data Processing Systems
EAD	European AIS Database
EAG	European ATFM Group
EATM	European ATM Programme
ECAC	European Civil Aviation Conference
ECIP	European Convergence and Implementation Plan
ESSIP	European Single Sky Implementation Plan
EUFOR	European Force
FAC	Facilities
FACET	Fast ACC Capacity Evaluation Tool
FAMUS	Future ATM Modernisation and Upgrade Systems
FCM	Flow Control Management
FDPS	Flight Data Processing System
FED CAD	Federal Civil Aviation Directorate
FIR	Flight Information Region
FL	Flight Level
FMP	Flow Management Position
FP	Focal Point
GAT	General Air Traffic
HEIDI	Harmonisation of European incident Definitions Initiatives for ATM
HRS	Human Resources
ISIS Programme	Implementation of Single European Sky In South East Europe
LSSIP	Local Single Sky Implementation Plan
MN	Multi National
MoD BH	Ministry of Defence of BH
MSSR	Monopulse Secondary Surveillance Radar
NAV	Navigation
NSA	National Supervisory Authority
OAT	Operational Air Traffic
OCM	Optimised Capacity Management
REG	Regulatory Authorities
RS CAD	Civil Aviation Directorate of Republic of Srpska
RVSM	Reduced Vertical Separation Minimum
SAF	Safety
SARPs	Standards and Recommended Practices (ICAO)
SCG	Stakeholders Consultation Group
SEP team	Team for separation of regulatory and the service provision functions
SES	Single European Sky
SEE FABA	South East Europe Functional Airspace Block Approach
SMATSA	Serbia and Montenegro Air Traffic Service Agency
SQS	Safety, Quality Management & Standardisation Unit
SRC	Safety Regulation Commission
SRU	Safety Regulation Unit
SSAP	Strategic Safety Action Plan

EWP	EATCHIP/EATM Work Programme	STS	Support To States unit (EUROCONTROL Agency)
EWPD	EWP Document	TMA	Terminal Controlled Area
FAB	Functional Airspace Block	UIR	Upper Information Region