Local Single Sky ImPlementation (LSSIP) BOSNIA AND HERZEGOVINA

Year 2013 - Level 1

FOREWORD

By

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December 2013

Dear colleagues,

The **L**ocal **S**ingle **S**ky Im**P**lementation (LSSIP) documents all together are considered as an important tool by the European ATM community since they provide an overall picture of how any of the ECAC States and stakeholders concerned are progressing in planning and deploying the mature elements of the European ATM Master Plan, as identified in its Level 3, namely the **E**uropean **S**ingle **S**ky Im**P**lementation (ESSIP) Plan, and achieving the relevant SES derived ESSIP Objectives.

In addition, the LSSIP documents provide a high level view on how ATM is organised institutionally within the States and give for each of them a detailed organisational structure of the main ATM stakeholders, i.e. Regulator, NSA, Military, ANSPs and Airports. They also contain crucial information about the evolution of the main national and regional / FAB projects which contribute to the SES Performance Areas, the ATM Master Plan Operational Improvements and the ESSIP Objectives.

As a result of the continuous improvements and adaptations of the LSSIP process and its associated tools to respond over the years to the fast changing European ATM Environment, and thanks to the uninterrupted enhancement in the reliability and quality of information provided by States and stakeholders, the documents and their associated tools are used as a vehicle for capturing relevant information by the European Commission, the Performance Review Body (for the CAPEX analysis) and, most recently, ICAO.

The LSSIP Database is now also hosting the information and data provided by the States and stakeholders within the framework of the SESAR Interim Deployment Steering Group (IDSG) activities. A number of new functions have therefore been developed to help the LSSIP and IDSG contributors to share relevant information, thus helping them to keep consistency in reporting where applicable.
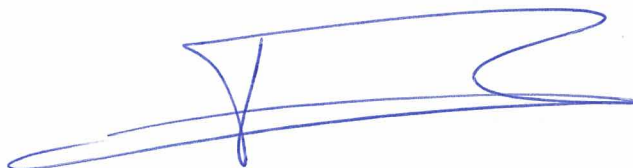
In order to avoid duplication in reporting, ICAO has recently asked EUROCONTROL to use the LSSIP Database as the platform for reporting on the deployment of their Aviation System Block Upgrade (ASBU) in the European ICAO Region's States. The Agency will enhance its LSSIP Database to meet this ICAO requirement, whilst ensuring that workload of States and stakeholders does not increase.

The set of LSSIP 2012 information related to the national projects was used as one of the inputs to the preparation of the CAPEX Report produced by the PRU on behalf of the European Commission. The LSSIP template was slightly adapted to accommodate this new requirement. This specific use of LSSIP information will be continued.

The impact on the LSSIP tool of short and medium term developments in the European ATM field, i.e. Centralised Services, SESAR Deployment and FABs consolidation, will certainly need further reflection. An adaptation of the LSSIP deliverables will be required to better meet the needs of the ATM community to ensure proper reporting on these new European and regional developments. EUROCONTROL will now start to investigate the feasibility of developing FAB or Regional **S**ingle **S**ky Im**P**lementation documents which would complement the existing LSSIPs and would also help to monitor and report on progress of only those activities falling within the FABs related areas of work.

The expansion of the scope of work and the increasing interest of the ATM stakeholders in the LSSIP deliverables will impose States/stakeholders to address with greater attention issues such as the reliability and the quality of information provided in their LSSIP document. The Agency will facilitate the achievement of this objective by simplifying and harmonising the reporting requirements to the maximum extent possible.

I would like to thank you for the substantial effort spent on your contribution to this LSSIP document. I see this as a tangible proof of your commitment to the principles of transparency and partnership, which benefits the entire ATM community.

DOCUMENT IDENTIFICATION SHEET

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</table>

LINKS TO REFERENCE DOCUMENTS

1. LSSIP Guidance Material: http://www.eurocontrol.int/articles/guidance-material
2. ESSIP Plan Edition 2013: www.eurocontrol.int/pepr
3. ESSIP Report 2012: www.eurocontrol.int/pepr
4. STATFOR Forecasts: www.eurocontrol.int/statfor
5. Acronyms and abbreviations: http://www.eurocontrol.int/articles/glossaries
6. European ATM Master Plan: https://www.atmmasterplan.eu/
7. LSSIP Documents: http://www.eurocontrol.int/articles/lssip

APPROVAL SHEET

The following authorities have approved all parts of this LSSIP document, and their signature confirms the correctness of the reported information and reflects their commitment to implement the actions laid down in the ESSIP Plan
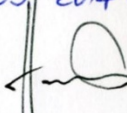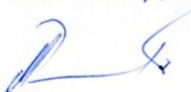
Stakeholder / Organisation	Name	Position	Date and signature
BHDCA	Đorđe RATKOVICA	Director General	11. 03. 2014
BHDCA	Marinko ŠIMUNOVIĆ	Deputy Director General for Air Navigation and Airport Division	11. 03. 2014.
BHDCA	Đelal HASEČIĆ	Deputy Director General for Flight Safety and Security Division	11. 03. 2014.
Military Authority	Marina PENDEŠ	Ministry of Defence Deputy Minister for Policy and Planning	11. 03. 2014.

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ANNEXES

Executive Summary

State Context

Bosnia and Herzegovina is a member of ICAO, ECAC, Eurocontrol, ECAA and JAA.

The Council of Ministers of Bosnia and Herzegovina approved on October 06, 2005 the BH ATM Strategy, which has given the framework for the developments in the ANS domain as well as in the Regulatory domain. 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.

The Bosnia and Herzegovina Directorate of Civil Aviation as an authority responsible for performing regulatory functions and oversight in the areas of civil aviation and air navigation, was established in 1997 with a goal to respond to numerous obligations of Bosnia and Herzegovina as a Member State of the International Civil Aviation Organization (ICAO) and signatory to the Chicago Convention.

In addition, Bosnia and Herzegovina is a member of the European Civil Aviation Conference (ECAC) and a full member of the Joint Aviation Authorities (JAA), European Organization for the Safety of Air Navigation (EUROCONTROL), and there holds the observer status in the work of the European Aviation Safety Agency (EASA).

Bosnia and Herzegovina ratified the European Common Aviation Area (ECAA) Agreement and signed a working arrangement with EASA thus accepting the obligation to implement European Union regulations in the civil aviation area.

Air Navigation Services in Bosnia and Herzegovina, in the airspace over the territory of Bosnia and Herzegovina, shall be provided by Bosnia and Herzegovina Agency for Air Navigation Services (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. However, final separation is not yet effective. Final separation of regulatory and operational functions will be finished by the end of 2015.

All activities which have a role to establish BHANSA in full capacity will be finished in 2015.

Part - ESSIP Objective Implementation

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. 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 are a number of objectives whose implementation depends on the implementation of the new BHATM System and establishment of BHANSA. The provision of en-route ATS will consist of two phases:

- the first one is expected to become operational by the end of 2014; and

- the second phase should be completed by the end of 2015.

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 2013 - Bosnia and Herzegovina		* FOC Date ■ Planned implementation date (see legend at the bottom of the table)													
State-related ESSIP Objectives		<=2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
AOM13.1	Harmonise Operational Air Traffic (OAT) and General Air Traffic (GAT) handling	[IDP] [E]											*		
AOM19	Implement Advanced Airspace Management	[IDP] [E]									*				
AOM20	Implement ATS Route Network (ARN) - Version 7	[E]						*							
AOM21	Implementation of Free Route Airspace	[IDP] [E]										*			
AOP03	Improve runway safety by preventing runway incursions								*						
ATC02.2	Implement ground based safety nets - Short Term Conflict Alert (STCA) - level 2	[E]							*						
ATC02.5	Implement ground based safety nets - Area Proximity Warning - level 2	[E]									*				
ATC02.6	Implement ground based safety nets - Minimum Safe Altitude Warning - level 2	[E]									*				
ATC02.7	Implement ground based safety nets - Approach Path Monitor - level 2	[E]									*				
ATC07.1	Implement arrival management tools	[E]								*					
ATC12	Implement automated support for conflict detection and conformance monitoring	[E]									*				
ATC15	Implement, in En-Route operations, information exchange mechanisms, tools and procedures in support of Basic AMAN operations	[IDP] [E]										*			
ATC16	Implement ACAS II compliant with TCAS II change 7.1									*					
ATC17	Electronic Dialogue as Automated Assistance to Controller during Coordination and Transfer	[IDP] [E]											*		
COM09	Migrate ground international or regional X.25 data networks or services to the Internet Protocol (IP)	[IDP]								*					
COM10	Migrate from AFTN to AMHS									*					
COM11	Implementation of Voice over Internet Protocol (VoIP) in ATM														*
FCM01	Implement enhanced tactical flow management services	[E]	*												
FCM03	Implement collaborative flight planning	[IDP] [E]									*				
FCM05	Implementation of interactive rolling NOP	[IDP] [E]										*			
INF04	Implement integrated briefing							*							
ITY-ADQ	Ensure quality of aeronautical data and aeronautical information	[E]										*			
ITY-AGDL	Initial ATC air-ground data link services above FL-285	[IDP] [E]									*				
ITY-AGVCS2	Implement air-ground voice channel spacing requirements below FL195														*
ITY-COTR	Implementation of ground-ground automated co-ordination processes	[E]									*				
ITY-FMTP	Apply a common flight message transfer protocol (FMTP)	[IDP]							*						
ITY-SPI	Surveillance performance and interoperability													*	
NAV03	Implementation of P-RNAV	[E]					*								
NAV10	Implement APV procedures	[IDP] [E]									*				
SAF10	Implement measures to reduce the risk to aircraft operations caused by airspace infringements						*								
SAF11	Improve runway safety by preventing runway excursions												*		

Airport-related ESSIP Objectives			<=2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
LQSA-Sarajevo																
AOP01.2	Implement airside capacity enhancement method and best practices based on Eurocontrol capacity and efficiency implementation manual								*							
AOP04.1	Implement Advanced Surface Movement Guidance and Control System (A-SMGCS) Level1	[E]					*									
AOP04.2	Implement Advanced Surface Movement Guidance and Control System (A-SMGCS) Level 2												*			
AOP05	Implement Airport Collaborative Decision Making (CDM)	[IDP] [E]										*				
ENV01	Implement Continuous Descent Operations (CDO) techniques for environmental improvements	[IDP]							*							
ENV02	Implement Collaborative Environmental Management (CEM) at Airports											*				

Understanding the Table

■	Objective Completed	■	No Plan
■	Objective Partly Completed	□	Missing Data
■	Objective Planned	■	Not Applicable (Bosnia and Herzegovina does not participate in this obj.)
■	Late		

NOTE: The year where the coloured box is placed indicates the 'Implementation Completion Date' as stated in the ESSIP for each objective. The colour-code indicates the Local progress with respect to this date.

Introduction

The Local Single Sky ImPlementation documents (LSSIPs), 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. The LSSIP document – Year 2013 describes the situation in the State at the end of December 2013.

The LSSIP documents are structured into 6 chapters to better differentiate the Stakeholder(s) accountable for the information contained in each of them:

- **Chapters 1 to 5** present the key players in the State, and sets the institutional and geographical scenes 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.

- **Chapter 6** contains high-level information on progress and plans of each ESSIP Objective. 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 the section.

  Note: Chapter 6 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.

1.1 Geographical Scope

1.1.1 International Membership

Bosnia and Herzegovina is a Member of the following international organisations in the field of ATM:

Organisation		Since
ECAC	✓	2000
EUROCONTROL	✓	2004
European Union	-	-
European Common Aviation Area	✓	2006
EASA	-	-
ICAO	✓	1993
JAA	✓	2008
NATO	-	-

1.1.2 Geographical description of the FIR(s)

The geographical scope of this document addresses the Sarajevo FIR.

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

1.1.3 Airspace Classification and Organisation

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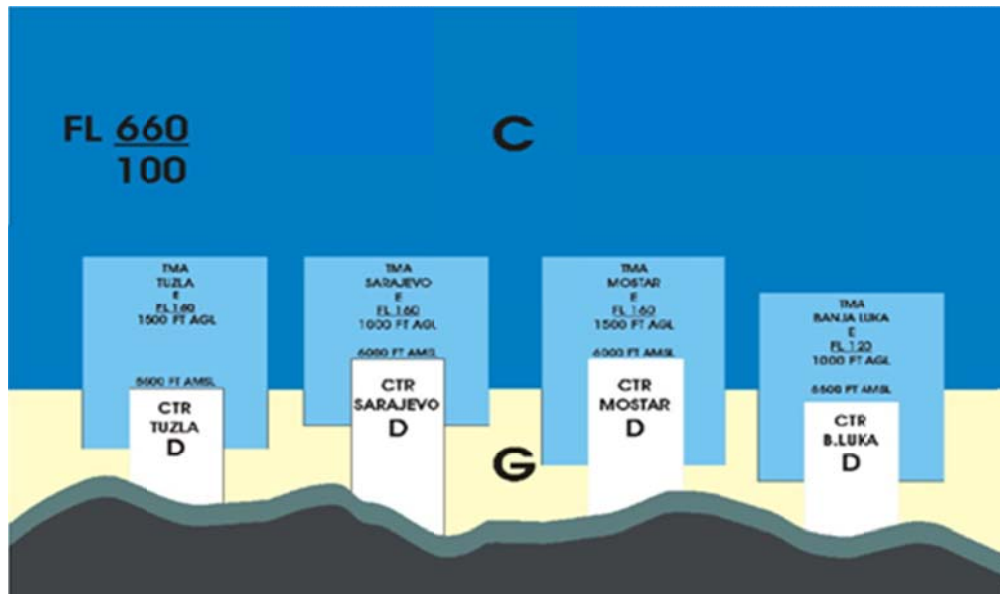
1.2 National Stakeholders

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.
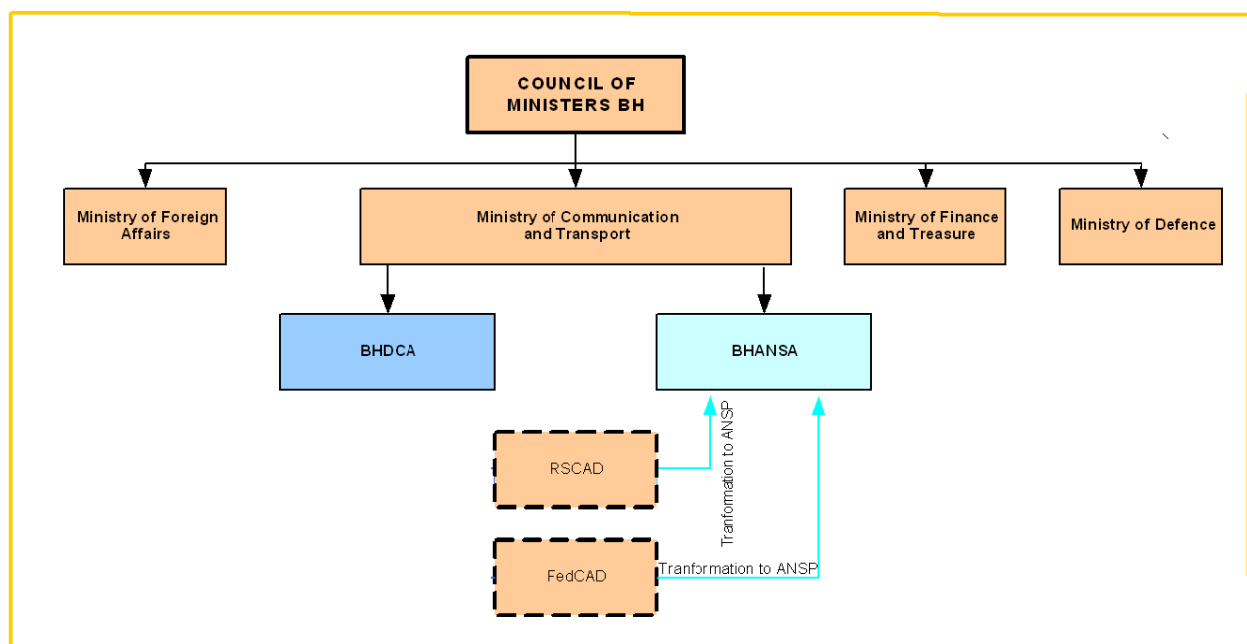
1.2.1   Civil Regulator(s)

1.2.1.1   General information

Under the present Aviation Law ("Official Gazette of BH" No 39/09), the 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. The foundation, responsibilities, authorities and management, as well as other issues essential to the establishment of the BHANSA are 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.

Provision of Air Traffic Control Services within TMAs and CTRs will be provided by BHANSA from 1st January 2014.

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)

BHDCA is the designated body of the National Supervisory Authority. The NSA Unit was established by the *Decision on forming a unit for carrying out the functions and duties of the NSA* by the Director-General in June 2013.

1.2.1.2   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.

Annual Report published:	N	There is a plan to publish an Annual Report covering 2014 activities.
		There were no Annual Reports for 2012 or 2013.

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

1.2.2 BHANSA

BHANSA (Bosnia and Herzegovina Air Navigation Services Agency) is established by the Law as the 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 the 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.

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 (FedCAD & RSCAD)[1]	
ATC Aerodrome(s)	Y	BHANSA (FedCAD & RSCAD)	
AIS	Y	BHANSA (FedCAD)	
CNS	Y	BHANSA (FedCAD & RSCAD)	
MET	Y	BHANSA (FedCAD & RSCAD)	
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) RSCAD	
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		

Annual Report published:	N	There is no the Annual report which covering yearly activities of the BHANSA.

The web site of BHANSA is: www.bhansa.gov.ba

Additional web addresses of the organizations providing ANS:

www.crocontrol.hr

www.smatsa.rs

www.fedcad.gov.ba

www.rscad.org

1.2.2.1   ATC system in use

Specify the manufacturer of the ATC system currently in use:	Indra AIRCON 2100 (DPS)
Major upgrade[2] of the ATC system is performed or planned?	Hardware upgrade 2014
Specify the manufacturer of the ATC system currently in use:	Indra SDC 2000 HMI 2000 (VCS)
Major upgrade[3] of the ATC system is performed or planned?	Hardware upgrade 2015

1.2.2.2   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

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[1] BHANSA is not yet established. FedCAD & RSCAD will be transformed on 1st January 2014.

[2] Upgrade is defined as any modification that changes the operational characteristics of the system (SES Framework Regulation 549/2004, Article 2 (40))

[3] Upgrade is defined as any modification that changes the operational characteristics of the system (SES Framework Regulation 549/2004, Article 2 (40))

				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	First phase- GND to FL 325 end of 2014, second phase-FL 325-660 end of 2015

1.2.3   Airports

1.2.3.1   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.

1.2.3.2   Airport(s) covered by the LSSIP

According to the criteria for determining the airports concerned about LSSIP year 2013, there is no airport in Bosnia and Herzegovina, which meets the criteria.

1.2.4   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.

1.2.4.1   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 Regulation 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:

1.2.4.2 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:					

1.2.4.3   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:	-						

1.2.4.4   Flexible Use of Airspace (FUA)

Military in Bosnia and Herzegovina applies FUA requirements as specified in the Regulation No 2150/2005:   N
FUA Level 1 implemented: N
FUA Level 2 implemented: N
FUA Level 3 implemented: N

1.2.5   Accident/incident Investigation Body

1.2.5.1   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 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 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 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 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.

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

1.2.5.2 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.

1.2.5.3 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.

Information for the en-route traffic and capacity for Sarajevo FIR, can be found in the Croatian and Serbian LSSIP documents.

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

Chapter 3 - ESSIP Report recommendations

Recommendations issued from the ESSIP Report for 2012 applicable to Bosnia Herzegovina for all items that require corrective actions and improvements.

Number	Recommendation	Ownership
REC-2012-03	To ensure that all Stakeholders report the expected completion dates as defined in their National business plans.	**All States**
	All Stakeholders reported in the expected completion dates as defined in National business plans.	
REC-2012-05	To ensure correct application of LSSIP guidance material and to implement the results of mandatory LSSIP in-cycle check.	**All States**
	Bosnia and Herzegovina ensure correct application of LSSIP guidance material and implementation of the results of mandatory LSSIP in-cycle check.	
REC-2012-11	States to ensure that appropriate actions are taken for overcoming present delays in the implementation of priority capabilities specified in the ESSIP objective FCM03.	**BE, UK, SE, NO, FI, LV, PL, HU, UA, AM, TR, MK, FR, PT, MT, RO, HR, BA, AL, SI, IT, CZ, MAS, CY**
	By implementing a new ATM system, this objective will become achievable. In the mean time it remains planned at least until 2015.	
REC-2012-15	To ensure actions for overcoming present delays in the implementation of remaining SLoAs for implementation of P-RNAV (ESSIP objective NAV03).	**AL, AZ, BA, BE, BG, CY, DE, EE, ES, GE, GR, HR, HU, IT, LV, ME, MT, NO, PT, RS, SI, UA, UK**
	There is no stable plan to implement P-RNAV in Bosnia and Herzegovina at this stage. BHDCA will take this objective into consideration during the Bosnia and Herzegovina ATS Strategy implementation.	

Interim Deployment Programme View

Number	Recommendation	Ownership
REC-2012-22	States are encouraged to speed up the AFP implementation and to schedule AFP testing with Network Manager	**All States**
	These functions will be provided by the new ATM system and ANSP.	
REC-2012-27	Airports are encouraged to establish performance committees and implement information sharing and performance reporting processes in line with A-CDM guidelines (AOP05 objective).	**Airports in applicability area reported other than "completed"**
	Not applicable to Sarajevo airport.	
REC-2012-28	To revise deployment plans and as much as possible speed up the implementation of CPDLC requirements	**ANSPs of core area States**
	BHANSA will revise the deployment plans and try to, as much as possible, speed-up the implementation of CPDLC requirements.	

Stakeholders View

Number	Recommendation	Ownership
REC-2012-40	ANSPs are encouraged to publish more APV routes.	**All ECAC ANSPs**
	There are no plans for the implementation of APV routes, in	

Bosnia and Herzegovina at this stage.

FAB View

Number	Recommendation	Ownership
REC-2012-41	To update the FABs plans and establish a more appropriate roadmap to improve the current lack of coordination and ensure a common response to deployment needs.	**FAB States**
	Bosnia and Herzegovina will establish a more appropriate roadmap to improve the current luck of coordination and ensure a common response to deployment needs. Process of development will be of the next LSSIP edition.	
REC-2012-42	The ANSPs should coordinate system deployment (including system upgrades) and capabilities implementation plans with FAB partner first, and then follow on with coordination to adjacent FABs and ANSPs.	**FAB States**
	The BHANSA should coordinate system deployment (including system upgrades) and capabilities implementation plans with FAB partner.	
REC-2012-43	Ongoing work to harmonise reporting culture between States in the FAB should be continued to ensure alignment of reporting principles.	**FAB States**
	Reporting culture between BH and other states in the FAB shall be harmonized.	

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 ESSIP objectives.

Name	Schedule	Description – Scope	Status	Link with ESSIP Obj.	Expected Contribution to the Key Performance Areas[4]
BH ATM System Implementation	From 2007 to 2012	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. All the systems have been installed and successfully SAT-ed Integration with the neighbouring centres is scheduled to be completed by March 2014. 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 (12/2008 to 11/2009) ITT, Supplier/s chose, FAT, delivery, partial implementation, and SAT of components Aeronautical MET Telecommunication System, SADIS Second Generation, Data Processing & Data Interpretation Subsystem, DWDSAT/EUMETCast. Third phase (03/2010 to 11/2012) Automated Weather Observing System (AWOS) and VOLMET implementation, the whole system test operation, SAT AWOS/VOLMET, Final Acceptance Test. Full operational status reached 11/2012.	In progress Completed	ATC02.2, COM04, COM05, COM07, FCM01, FCM03, COM06, ATC12, SUR01, DPS01.	

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[4] Capacity, safety, cost-efficiency and environment – as defined in Recital 2 of Regulation (EU) No 691/2010.

Name	Schedule	Description – Scope	Status	Link with ESSIP Obj.	Expected Contribution to the Key Performance Areas[4]
Human Resources Development	From 2007 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.	Completed	HUM03, HUM01, HUM02, HUM04.	
Network Transition Plan Phase1 -BHACC	November 2013 Beforeend of 2013 December 2013- January 2014	Agreement BHANSA/NM Agreement on Airspace Plan – First Phase NM/BHANSA/CCL/SMATSA Macroscopic validation of the Airspace plan	In progress		

5.1 FAB Co-ordination

Having signed and ratified the *Agreement on the Establishment of Functional Airspace Block Central Europe*, Bosnia and Herzegovina is part of the FAB CE project together with Austria, Croatia, the Czech Republic, Hungary, Slovakia and Slovenia.

The involvement of FAB CE States is provided by participation in various bodies based on their focus - the **FAB CE Council**, **NSA Coordination Committee** and **Joint Civil-Military Airspace Coordination Committee**.

In order to deliver a FAB CE Performance Plan for the second reference period, the **FAB CE Performance Body** was established on the level of States. Appropriate bodies were established on the level of ANSPs as well as procedures for smooth coordination and cooperation.

The FAB CE project was under its implementation during year 2013. Work of various sub-projects (described below in chapter 5.2) contributed significantly to the global FAB CE activities – preparation and implementation of the Concept of **Seamless Operations** as well as development of **FAB CE Strategy**.

While the Cooperation agreement between ANSPs creates a solid framework for cooperation there are some inherited limitations that require different legal arrangements for the FAB CE to develop and operate. Therefore the necessary activities have progressed in 2013 in order to enable the establishment of the **FAB CE Common Legal Entity**.

Coordination with neighbouring ANSPs that are members of different FABs is accomplished though the regular coordination meetings organized by the NM in its role as a FAB-wide European coordination body.

FABCE and BLUE MED are currently in the final stage of negotiation phase of concluding the memorandum of cooperation. Similar discussion has been initiated with the FABEC.

Eleven ANSPs covering the whole area of Baltic FAB, Danube FAB and FAB CE take part in negotiations and signed a strategic cooperation agreement on 6 November on establishing a regional cooperation platform to promote the efficiency of European Air Traffic Management through an enhanced cooperation among the participating service providers.

5.2 FAB Projects

Name	Schedule	FAB Partner	Status	Expected Contribution to the Key Performance Areas[5] and link to ESSIP
FAB CE Strategic Operational Planning	Initiation: 3.1.2011	All FAB CE partners	Ongoing activity	Project enables optimum use of airspace, taking into account air traffic flows, ensures consistency with the European route network and compatibility between different airspace configurations. The expected key benefits are: improved performance (capacity, - flight efficiency), implementation of FUA, implementation of the agreed Airspace Plan (according to agreed performance criteria).
Flexible, Efficient and Safe Operations	Initiation: 1.1.2010	All FAB CE partners	Ongoing activity	Project is focusing on the optimum use of the airspace as developed through the NOP processes. Leads to optimisation of FAB CE Air Traffic Managent Performance as

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[5] Capacity, safety, cost-efficiency and environment – as defined in Recital 2 of Regulation (EU) No 691/2010.

				defined in FAB CE Implementation Plan
Functional integration of ASM/ATFCM processes	Initiation: 29.10.2010	All FAB CE partners	Ongoing activity	Improve performance through implementation of regular processes for the functional integration of pre-tactical ASM/ATFCM processes; enhance civil-military cooperation and contributing to full application of FUA in FAB CE airspace.
FMTP Implementation	Initiation: 1.7.2010 Completed: 7.1.2013	All FAB CE partners	Completed (monitoring of national implementations is ongoing)	Introduction of FMTP on FAB CE Level provides enhancements to the ATS in terms of reliability, maintainability and cost effectiveness, as an expected result of introduction of modern and harmonised technology.
Regional Communications Infrastructure Development	Initiation: 1.5.2012	All FAB CE partners	Frozen (will be re-started beginning 2014)	Support capacity increase, and safety through development of regional communication network infrastructure and harmonising A-G / G-G technology for communication infrastructure.
Frequency management	Initiation: 30.11.2011	All FAB CE partners	Frozen	Contributes to increase capacity and efficiency through enabling cross-border operations and sectorisation changes; rationalisation of the FAB CE area radio sites will contribute to cost-efficiency.
Safety	Initiation: 3.1.2011 Completed: 31.12.2012	All FAB CE partners	Completed (Safety activities carry on under other bodies)	Contributes to safe implementation of FAB CE; optimising safety related resources through common safety management principles.
Contingency	Initiation: 3.1.2011	All FAB CE partners	Ongoing activity	Project defines harmonised FAB Contingency Policy to maintain the minimum established levels of safety and quality in providing ATS when contingency measures are applied.
ANSP Performance Review Process	Initiation: 3.1.2011 Completed: 29.5.2013	All FAB CE partners	Completed	Ensures that relevant processes are in place to improve performance through common monitoring, review and planning; supporting decision making of FAB CE bodies and ANSPs.
Technical Services harmonisation and optimisation	Initiation: 3.1.2011	All FAB CE partners	Frozen (will be re-started beginning 2014)	Improve capacity, cost-effectiveness and efficiency through harmonisation and optimisation of technical services (CNS), focusing on implementation of TSAs/SLAs, SDAM activities and harmonisation of TMCS.
Coordination of FAB CE	Initiation:	All FAB CE	Completed (last deliverable approved	Project aimed at operational use of Mode S ELS as sole source

common approach to Aircraft Identification	3.1.2011 Completed: 19.12.2012	partners	19.12.2012); monitoring of national implementation is ongoing	method of aircraft identification within FAB CE region before 2015, coordinated implementation of ELS contributes to cost-efficiency.
Deployment of FAB CE Competence Scheme	Initiation: 1.12.2010	All FAB CE partners	Ongoing activity	Approved FAB CE Competence Scheme is prerequisite for setting up collaboration between training facilities and to contribute to the cost-efficiency of training.
Training Facilities	Initiation: 3.1.2011	All FAB CE partners	Ongoing activity	The project is aimed at optimum use of ATM staff and cost efficiency, TRN harmonisation (based on Common Competence scheme), ensure the same performance standards, interoperability, common licensing, increase of performance and quality through applying best practices and exchange of resources.
ANSP Charging	Initiation: 3.1.2011	All FAB CE partners	Frozen	Harmonisation of charging scheme and/or the establishment of charging zone(s) extending across national borders in FAB CE area will lead to cost-efficiency, mitigation of financial risks and also flight efficiency (CUR).
Air Ground Data Link	Initiation: 19.6.2013	All FAB CE partners	Ongoing activity	Implementation of FAB CE seamless area of AGDL operations will lead to capacity increase.
ID CG	Initiation: 08.09.2011 as IP1 CG and in 2012 it was renamed to ID CG	All FAB CE partners	Ongoing activity	ID CG is a body established to support the activities of SC and CEOC in the area of FAB CE strategic planning based on the SESAR Interim Deployment Programme. It is coordinating and monitoring the implementation of IDP elements within FAB CE.

Conventions

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

- o one colour code is used to show the Objective **Scope** in the Objective ID cell, and
- o 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:
ECAC
EU+
Multi-N
APT

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

AOM13.1	Harmonise Operational Air Traffic (OAT) and General Air Traffic (GAT) handling (By:12/2018)	[IDP] [Essential]	Planned
OI Step(s): AOM-0202 [E], AOM-0301			
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.			**12/2018**
REG (By:12-2018)	Planned		Planned
			12/2018
ASP (By:12-2018)	BHANSA is expected to meet the objective within the targeted timeframe.		Planned
			12/2018
MIL (By:12-2018)	The military authority will take an active role in the fulfilment of the objective..		Planned
			12/2018

AOM19	Implement Advanced Airspace Management (By:12/2016)	[IDP] [Essential]	Late
OI Step(s): AOM-0201, AOM-0202 [E], AOM-0205 [E], AOM-0401 [E], DCB-0203 [E]			
The objective is planned for implementation by its end date.			**12/2016**
ASP (By:12-2015)	BHANSA, once it starts with the operations, will meet all the requirements towards the full implementation of the objective.	BH ATM STRATEGY IMPLEMENTATION PROJECT	Late
			12/2016
MIL (By:12-2015)	The military authority will complete their part as required after the introduction of the FUA concept.		Late
			12/2016

AOM20	Implement ATS Route Network (ARN) - Version 7 (By:10/2013)	[Essential]	Completed
OI Step(s): AOM-0205 [E], AOM-0401 [E], AOM-0402, AOM-0504 [E], AOM-0801 [E], AOM-0802 [E]			
BA experts attend RNDSG meetings. Implementation actions will be taken on time.			10/2013
ASP (By:10-2013)	When and where necessary required actions in accordance with ARN V7 will be implemented on time		Completed 10/2013
MIL (By:10-2013)	The implementation of the objective is conducted by BHANSA; Military authorities are consulted.		Completed 10/2013

AOM21	Implementation of Free Route Airspace (By:12/2017)	[IDP] [Essential]	Planned
OI Step(s): AOM-0401 [E], AOM-0402			
Fully or partially implementation of Free Route Airspace with further phased implementation planned by FAB/ANSPs.			12/2017
REG (By:12-2017)	Rewiew of the safety arguments of the changes which are imposed by the implementation of Free Route operations.		Planned 12/2017
ASP (By:12-2017)	Implement procedures and processes, localy and FAB level.		Planned 12/2017
MIL (By:12-2017)	n/a		Not Applicable 12/2017

AOP01.2	Implement airside capacity enhancement method and best practices based on Eurocontrol capacity and efficiency implementation manual (By:12/2013)		Not Applicable
OI Step(s): AO-0305, AUO-0701			
LQSA - Sarajevo (Outside Applicability Area)			
Not in the applicability area			-
ASP (By:12-2011)	Not in the applicability area		Not Applicable -
APO (By:12-2011)	Not in the applicability area		Not Applicable -

AOP03	Improve runway safety by preventing runway incursions (By:12/2013)		Late
OI Step(s): AO-0101			
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.			12/2014
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.		Late 12/2014
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 12/2014
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.		Late 12/2014

AOP04.1	**Implement Advanced Surface Movement Guidance and Control System (A-SMGCS) Level1 (By:12/2011)**	**[Essential]**	**Not Applicable**

OI Step(s): AO-0201 [E]

LQSA - Sarajevo **(Outside Applicability Area)**		
Not applicable to Sarajevo airport.		**-**
REG (By:12-2010)	Not applicable to Sarajevo airport-	Not Applicable -
ASP (By:12-2011)	Not applicable to Sarajevo airport-	Not Applicable -
MIL (By:12-2010)	Not applicable to Sarajevo airport-	Not Applicable -
APO (By:12-2010)	Not applicable to Sarajevo airport-	Not Applicable -

AOP04.2	**Implement Advanced Surface Movement Guidance and Control System (A-SMGCS) Level 2 (By:12/2017)**		**Not Applicable**

OI Step(s): AO-0102

LQSA - Sarajevo **(Outside Applicability Area)**		
Not applicable to Sarajevo airport-		**-**
REG (By:12-2017)	Not applicable to Sarajevo airport-	Not Applicable -
ASP (By:12-2017)	Not applicable to Sarajevo airport-	Not Applicable -
APO (By:12-2017)	Not applicable to Sarajevo airport-	Not Applicable -

AOP05	**Implement Airport Collaborative Decision Making (CDM) (By:01/2016)**	**[IDP]** **[Essential]**	**Not Applicable**

OI Step(s): AO-0501 [E], AO-0601 [E], AO-0602 [E], AO-0603 [E], DCB-0301 [E], DCB-0302 [E]

LQSA - Sarajevo **(Outside Applicability Area)**		
Not applicable to Sarajevo airport-		**-**
ASP (By:01-2016)	Not applicable to Sarajevo airport-	Not Applicable -
MIL (By:01-2016)	Not applicable to Sarajevo airport-	Not Applicable -
APO (By:01-2016)	Not applicable to Sarajevo airport-	Not Applicable -

ATC02.2	**Implement ground based safety nets - Short Term Conflict Alert (STCA) - level 2 (By:01/2013)**	**[Essential]**	**Late**

OI Step(s): CM-0801 [E]

The objective will be met with the implementation of the new ATM system in 2013.		**12/2014**
REG (By:01-2013)	The objective will be met with the implementation of the new ATM system.	Late 12/2014
ASP (By:01-2013)	The objective will be met with the implementation of the new ATM system in 2013.	National ATM Upgrade	Late 12/2014
MIL (By:01-2013)	No role in service provision	Not Applicable -

ATC02.5	Implement ground based safety nets - Area Proximity Warning - level 2 (By:12/2016)	[Essential]	No Plan

OI Step(s): CM-0801 [E]

Only tentative plans exist. The necessary system upgrades will be specified upon the installation of a new system.			**12/2016**
ASP (By:12-2016)	Only tentative plans exist. Upon the installation of the new system the necessary upgrades will be specified.	National ATM Upgrade	No Plan
			12/2016
MIL (By:12-2016)	No role of MIL authority in ANS provision.		No Plan
			12/2016

ATC02.6	Implement ground based safety nets - Minimum Safe Altitude Warning - level 2 (By:12/2016)	[Essential]	Planned

OI Step(s): CM-0801 [E]

A detailed planning will be made available after the installation of the new ATM system.			**12/2016**
ASP (By:12-2016)	Necessary system updates will be made upon the installation of a new ATM system.	National ATM Upgrade	Planned
			12/2016
MIL (By:12-2016)	No Mil ATSU in BH.		Not Applicable
			12/2013

ATC02.7	Implement ground based safety nets - Approach Path Monitor - level 2 (By:12/2016)	[Essential]	No Plan

OI Step(s): CM-0801 [E]

BHANSP will investigate a necessity to upgrade their new system, which is yet to be installed in 2012, to support the implementation of the objective. Currently, no plans exist.			**12/2013**
ASP (By:12-2016)	BHANSP will investigate a necessity to upgrade their new system to support the implementation of the objective.	National ATM Upgrade	No Plan
			12/2012
MIL (By:12-2016)	No MIL ATM systems in BH		Not Applicable
			-

ATC07.1	Implement arrival management tools (By:12/2015)	[Essential]	Not Applicable

OI Step(s): TS-0102 [E]

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:12-2015)	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:12/2016)	[Essential]	Planned

OI Step(s): CM-0202 [E], CM-0203 [E]

The new ATM System, to be installed in 2013 will cater for full implementation of this objective.			**12/2016**
REG (By:12-2016)	The procedures will be approved during the system certification process.		Planned
			12/2016
ASP (By:12-2016)	The new ATM System, to be installed in 2013 will carry this function.		Planned
			12/2016

ATC15	Implement, in En-Route operations, information exchange mechanisms, tools and procedures in support of Basic AMAN operations (By:12/2017)	[IDP] [Essential]	No Plan
OI Step(s): TS-0305 [E]			
No plan at present. Its possible implementation will be assessed in 2014			-
REG (By:12-2017)	No plan at present. Its possible implementation will be assessed in 2014		No Plan
			-
ASP (By:12-2017)	No plan at present. Its possible implementation will be assessed in 2014		No Plan
			-

ATC16	Implement ACAS II compliant with TCAS II change 7.1 (By:12/2015)		Late
Enabler(s): CTE-S11a			
Planned to be implemented in due time			12/2015
REG (By:12-2015)	Planned to be implemented in due time. EU regulation 1332/2011 is not transposed in BH legislation, not implemented in Bosnia and Herzegovina yet.		Planned
			12/2015
ASP (By:03-2012)	Planned to be implemented		Late
			12/2015
MIL (By:12-2015)	n/a		Not Applicable
			12/2014

ATC17	Electronic Dialogue as Automated Assistance to Controller during Coordination and Transfer (By:12/2018)	[IDP] [Essential]	Planned
OI Step(s): CM-0201 [E]			
In respect of ANSP requirements.			12/2018
REG (By:12-2018)	In respect of ANSP requirements.		Planned
			12/2018
ASP (By:12-2018)	In respect of ANSP requirements.		Planned
			12/2018

COM09	Migrate ground international or regional X.25 data networks or services to the Internet Protocol (IP) (By:12/2014)	[IDP]	Late
Enabler(s): CTE-C11a, CTE-C11b			
BA is committed to implement the objective. No x25 data networks are used. The migration to IP is completed.			12/2014
REG (By:12-2010)	BA is committed to implement the objective. The migration to IP is completed.		Late
			12/2014
ASP (By:12-2014)	A new national ANSP is expected to implement this SLoA fully. No X25 data networks are used. The migration to IP is complete. Existing IP shall be further developed.		Planned
			12/2014
MIL (By:12-2014)	Military do not provide service to civil flights		Not Applicable
			-

COM10	Migrate from AFTN to AMHS (By:12/2014)		Planned
Enabler(s): CTE-C10			
Will be completed end of 2014.			12/2014
ASP (By:12-2014)	Will be completed in end of 2014.	National ATM Upgrade	Planned
			12/2014
MIL (By:12-2014)	No military ATS units exist in BH.		Not Applicable
			-

COM11	Implementation of Voice over Internet Protocol (VoIP) in ATM (By:12/2020)		Planned
Enabler(s): CTE-C8			
BHANSA plans to implement VoIP by 2015			**12/2020**
REG (By:12-2018)	BHANSA plans to implement VoIP by 2015		Planned
			12/2018
ASP (By:12-2020)	BHANSA plans to implement VoIP by 2015		Planned
			12/2020
MIL (By:12-2020)	Military do not provide service to civil flights		Not Applicable
			-

ENV01	Implement Continuous Descent Operations (CDO) techniques for environmental improvements (By:12/2013)	[IDP]	Late
OI Step(s): AOM-0701			
LQSA - Sarajevo			
Planned for its implementation in 2014. Depend on airport implementation on this objective in 2014.			**12/2014**
ASP (By:12-2013)	Planned for its implementation in 2014.		Late
			12/2014
APO (By:12-2013)	Planned for its implementation in 2014.		Late
			12/2014

ENV02	Implement Collaborative Environmental Management (CEM) at Airports (By:12/2016)		Planned
OI Step(s): AO-0703, AO-0705, AO-0706			
LQSA - Sarajevo			
Sarajevo airport has a manager dealing with environmental issues and the airport is ISO 14001 certified.			**12/2016**
ASP (By:12-2016)	Sarajevo airport has a manger dealing with environmental issues and the airport is ISO 14001 certified		Planned
			12/2016
MIL (By:12-2015)	The Sarajevo airport is not a military airport		Not Applicable
			12/2016
APO (By:12-2016)	Sarajevo airport has a manger dealing with environmental issues and the airport is ISO 14001 certified		Planned
			12/2016

FCM01	Implement enhanced tactical flow management services (By:12/2006)	[Essential]	Late
OI Step(s): IS-0102 [E]			
The implementation of a new ATM system, planned for 2014, will provide capabilities for achieving this objective.			**12/2014**
ASP (By:12-2006)	The new system will go operational by the end of 2014		Late
			12/2014
MIL (By:12-2001)	Military do not provide service to civil flights		Not Applicable
			12/2013

FCM03	Implement collaborative flight planning (By:12/2015)	[IDP] [Essential]	Planned
OI Step(s): DCB-0302 [E], IS-0101 [E], IS-0102 [E]			
By implementing a new ATM system, this objective will become achievable. In the meantime it remains planned at least until 2015.			**12/2015**
ASP (By:12-2015)	The objective will be met by the implementation of the new ATM system in 2015.		Planned
			12/2015
MIL (By:12-2015)	Military do not provide service to civil flights		Not Applicable
			12/2015

FCM05	Implementation of interactive rolling NOP (By:12/2016)	[IDP] [Essential]	Planned
OI Step(s): AOM-0205 [E], DCB-0102 [E]			
The elements and formats of the NOP will be established taking into account the requirements of the users.			**12/2016**
REG (By:12-2016)	Analyse of the safety cases, review of the safety arguments.		Planned
			12/2016
ASP (By:12-2016)	Develop interface between the local/regional automated ASM support system and the NM system.		Planned
			12/2015
MIL (By:12-2016)	n/a		Not Applicable
			-
APO (By:12-2016)	-		Planned
			12/2016

INF04	Implement integrated briefing (By:12/2012)		Late
OI Step(s): IS-0201			
The implementation of flexible provision and presentation of data which are required during the pre-flight phase for the preparation and execution of a flight is planned for 2014. The new BH ATM System will enable implementation.			**12/2014**
ASP (By:12-2012)	The implementation of flexible provision and presentation of data which are required during the pre-flight phase for the preparation and execution of a flight is planned for 2014. The new BH ATM System will enable implementation.	National ATM Upgrade	Late
			12/2014
MIL (By:12-2012)	Military do not provide service to civil flights		Not Applicable
			-

ITY-ADQ	Ensure quality of aeronautical data and aeronautical information (By:07/2017)	[Essential]	Planned
OI Step(s): IS-0202, IS-0204 [E]			
Regulation (EU) 73/2010 will be transposed at the end of 2014. Complete implementation depends on BHANSA plans and actions.			**07/2017**
REG (By:07-2017)	Regulation (EU) 73/2010 will be transposed in 2014. Complete implementation plan depends on the prerequisites stated under implementation issues. Upon preconditions fulfilled, BHANSA would need to adjust its plans and actions. The identified implementation issues: - national legal framework/ policy/guidance,		Planned
			07/2017
ASP (By:07-2017)	Implementation planned. Complete implementation plan depends on the prerequisites stated under implementation issues. BHANSA would need to adjust its plans and actions.		Planned
			07/2017
MIL (By:07-2017)	Mil provide data (originate) for military zones, restricted areas. Some are published in the AIP some by NOTAM. There is no national framework for oversight.		Not Applicable
			07/2017
APO (By:07-2017)	Implementation planned, the 1st phase will be completed by the end of 2014.		Planned
			07/2017

ITY-AGDL	Initial ATC air-ground data link services above FL-285 (By:02/2015)	[IDP] [Essential]	Planned
OI Step(s): AUO-0301 [E]			
BH does not transposed regulation 29/2009.			**02/2015**
REG (By:02-2015)	-		Planned
			02/2015
ASP (By:02-2015)	Depend on BHANSA activities and Plan		Planned
			02/2015
MIL (By:-)	Military do no provide ATC service to civil flights		Not Applicable
			-

ITY-AGVCS2	Implement air-ground voice channel spacing requirements below FL195 (By:12/2020)		Planned
Enabler(s): CTE-C5			
Regulation (EU) No 1079/2012 is not transposed in BH legislation.			**12/2018**
REG (By:12-2018)	Will follow national and regional Plan. Regulation (EU) No 1079/2012 is not transposed in BH legislation.		Planned 12/2017
ASP (By:12-2018)	BHANSA will develop implementation Plan and dinamic.		Planned 12/2017
MIL (By:12-2020)	n/a		Not Applicable -
APO (By:12-2018)	Under review.		Planned 12/2018

ITY-COTR	Implementation of ground-ground automated co-ordination processes (By:02/2015)	[Essential]	Late
OI Step(s): CM-0201 [E]			
Bosnia and Herzegovina is due to install their ATM system in 2014. Only in 2014 the system will be ready for gradual implementation.			**02/2015**
REG (By:12-2012)	A safety assessment will be developed only after the installation of the ATM system.		Late 02/2015
ASP (By:02-2015)	A new ATM system, due to be installed in 2014 will cater for the implementation of the objective.		Late 02/2015
MIL (By:12-2012)	Military do no provide ATC service to civil flights		Not Applicable 02/2015

ITY-FMTP	Apply a common flight message transfer protocol (FMTP) (By:12/2014)	[IDP]	Planned
Enabler(s): CTE-C11b			
ATM system in Bosnia and Herzegovina is due to be installed in 2012. The objective will be met by the end of 2014.			**12/2014**
REG (By:12-2014)	Regulation will be developed in due course. The implementation of the objective cannot take place before mid 2014.		Planned 12/2014
ASP (By:12-2014)	The implementation is planned during the process of development of the new ATS system. A concrete plan is dependent on regional coordination.		Planned 12/2014
MIL (By:12-2014)	Military do no provide ATC service to civil flights		Not Applicable -

ITY-SPI	Surveillance performance and interoperability (By:12/2019)		Late
Objective is under review, Plan and dynamic will be defined in accordance with those activities. Regulation (EU) No 1207/2011 is not transposed in BH legislation.			**01/2019**
REG (By:12-2013)	Will follow national and regional Plan. Regulation (EU) No 1207/2011 is not transposed in BH legislation.		Late 01/2014
ASP (By:02-2015)	BHANSA will develop implementation Plan and dynamic.		Late 01/2014
MIL (By:12-2019)	n/a		Not Applicable -

NAV03	Implementation of P-RNAV (By:12/2012)	[Essential]	No Plan
OI Step(s): AOM-0601 [E]			
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:12-2012)	Currently only tentative plan exists. Detailed planning will be done during ATM Strategy implementation.		No Plan -
MIL (By:12-2012)	Military do no provide ATC service to civil flights		Not Applicable -

NAV10	Implement APV procedures (By:12/2016)	[IDP] [Essential]	No Plan
OI Step(s): AOM-0602-A [E], AOM-0602-B [E]			
No plans at present.			-
REG (By:04-2016)	No plans at present.		No Plan
			-
ASP (By:12-2016)	No plans at present.		No Plan
			-
MIL (By:12-2016)	n/a		Not Applicable
			-

SAF10	Implement measures to reduce the risk to aircraft operations caused by airspace infringements (By:12/2011)		Late
Implementations of the measures which will reduce the risk to aircraft operations caused by airspace infringements will be done, in consultation with all concerned stakeholder, in 2015.			12/2015
REG (By:12-2011)	An adequate regulation will be produced in due course. Commitment to implement this objective exists.		Late
			12/2015
ASP (By:12-2011)	Detailed planning will be done upon the establishment of a new national ANSP.		Late
			12/2015
MIL (By:12-2011)	Military do no provide ATC service to civil flights		Not Applicable
			-

SAF11	Improve runway safety by preventing runway excursions (By:01/2018)		Planned
Implement the appropriate parts of the European Action Plan for the Prevention of Runway Excursions.			01/2018
REG (By:01-2018)	Established the oversight activities.		Planned
			01/2014
ASP (By:12-2014)	Implementation of the applicable measures.		Planned
			01/2014
MIL (By:01-2018)	-		Not Applicable
			-
APO (By:12-2014)	Implementation of the applicable measures. Implementation will be reported through appropriate mechanism.		Planned
			01/2014

Annexes

Annex A – Specialists involved in the LSSIP Process

LSSIP Co-ordination

LSSIP Focal Point for Bosnia and Herzegovina	BHDCA	Mr. Radomir Gavric
LSSIP Contact Person for Bosnia and Herzegovina	EUROCONTROL	Mrs. Ingrid FEIJT

ESSIP Objective Implementation

ESSIP Objective	EUROCONTROL Objective Owners	EUROCONTROL EIPR Objective Coordinator	National Stakeholder Specialist(s)
AOM13.1	R. BUCUROIU, O. MROWICKI, E. REUBER	A. DYBOWSKA	Biljana Pavic, Sanela Zekic
AOM19	G. ACAMPORA, O. MROWICKI	A. DYBOWSKA	Biljana Pavic, Sanela Zekic
AOM20	R. BUCUROIU	A. DYBOWSKA	Biljana Pavic, Sanela Zekic
AOM21	R. BUCUROIU	A. DYBOWSKA	Biljana Pavic, Sanela Zekic
AOP01.2	P. ADAMSON	P. VRANJKOVIC	Davor Budimir, Sladjana Grozdanic
AOP03	S. LAWRENCE	P. VRANJKOVIC	Davor Budimir, Sladjana Grozdanic
AOP04.1	P. ADAMSON	P. VRANJKOVIC	Davor Budimir, Sladjana Grozdanic
AOP04.2	P. ADAMSON	P. VRANJKOVIC	Davor Budimir, Sladjana Grozdanic
AOP05	P. ADAMSON	P. VRANJKOVIC	Davor Budimir, Sladjana Grozdanic
ATC02.2	B. BAKKER, S. DROZDOWSKI	I. FEIJT	Dragan Petrovic
ATC02.5	B. BAKKER, S. DROZDOWSKI	I. FEIJT	Dragan Petrovic
ATC02.6	B. BAKKER, S. DROZDOWSKI	I. FEIJT	Dragan Petrovic
ATC02.7	B. BAKKER, S. DROZDOWSKI	I. FEIJT	Dragan Petrovic
ATC07.1	P. CONROY, P. TERZIOSKI	L. DELL'ORTO	Dragan Petrovic
ATC12	P. TERZIOSKI	L. DELL'ORTO	Dragan Petrovic
ATC15	P. CONROY, P. TERZIOSKI	L. DELL'ORTO	Dragan Petrovic
ATC16	S. DROZDOWSKI	L. DELL'ORTO	Dragan Petrovic
ATC17	S. MORTON	L. DELL'ORTO	Dragan Petrovic
COM09	L. POPESCU	O. ALFARO	Violeta Matanovic
COM10	Y. EYUBOGLU	A. KOKONA	Violeta Matanovic
COM11	L. POPESCU	A. KOKONA	Violeta Matanovic
ENV01	P. ADAMSON	B. HILL	Muhamed Hodzic
ENV02	S. MAHONY, A. WATT	B. HILL	Davor Budimir
FCM01	H. KOOLEN	O. CIOARA	tbd
FCM03	S. SMIDT	O. CIOARA	tbd
FCM04	M. RICHARD	O. CIOARA	tbd
FCM05	N. AGACDIKEN	O. CIOARA	tbd
INF04	P. MATERN	A-P. FRANGOLHO	Biljana Pavic, Sanela Zekic
ITY-ADQ	M. UNTERREINER	A-P. FRANGOLHO	Biljana Pavic, Sanela Zekic
ITY-AGDL	S. DISSING	A. KOKONA	Dragan Petrovic, Amer Kapetanovic

ESSIP Objective	EUROCONTROL Objective Owners	EUROCONTROL EIPR Objective Coordinator	National Stakeholder Specialist(s)
ITY-AGVCS2	TBD	O. ALFARO	tbd
ITY-COTR	S. MORTON	L. DELL'ORTO	Dragan Petrovic, Amer Kapetanovic
ITY-FMTP	L. POPESCU	O. ALFARO	Amer Kapetanovic, Violeta Matanovic
ITY-SPI	M. BORELY	A-P. FRANGOLHO	tbd
NAV03	F. PAVLICEVIC	A. KOKONA	Biljana Pavic, Muhamed Hodzic
NAV10	R. FARNWORTH	A. KOKONA	Biljana Pavic, Muhamed Hodzic
SAF10	S. LAWRENCE	I. FEIJT	Ilija Savetic, Vlado Juric
SAF11	S. LAWRENCE	I. FEIJT	Ilija Savetic, Vlado Juric
SRC-CHNG	M. DEBOECK	A. DYBOWSKA	Dragan Petrovic
SRC-RLMK	M. DEBOECK	A. DYBOWSKA	Selma Hodzic
SRC-SLRD	M. DEBOECK	A. DYBOWSKA	Enes Mujezinovic

Annex B – National Stakeholders Organisation Charts
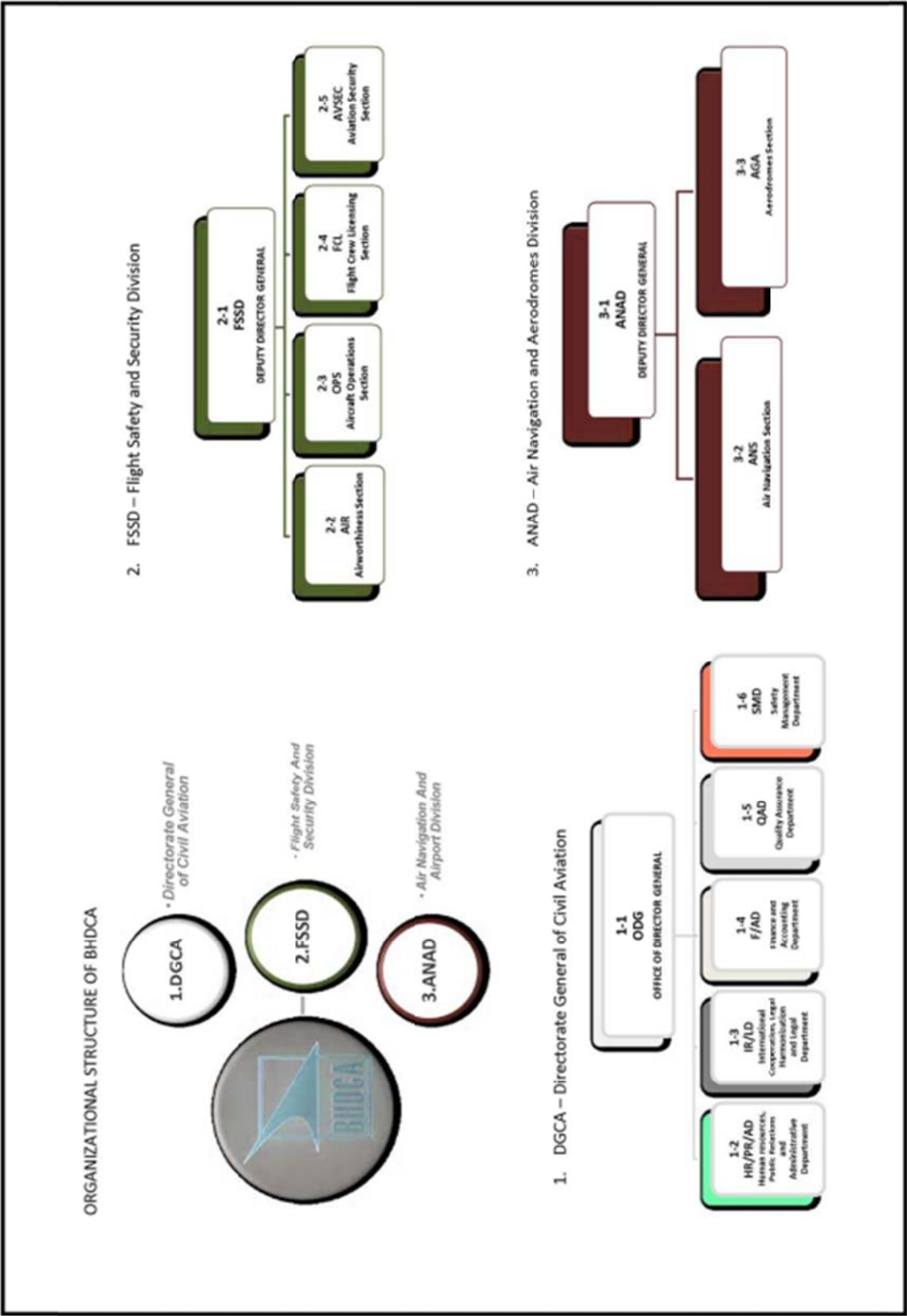
Annex C – Glossary of Abbreviations

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

		SRC	Safety Regulation Commission
ESSIP	European Single Sky Implementation Plan	SRU	Safety Regulation Unit
EUFOR	European Force	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