As a Member of the European Union, SES Regulations are binding and directly applicable to Cyprus.


For Cyprus,
Name, title
Signature
Date 9/11/2009

Chapter 7 - Annual Report on the Application of FUA

7.1 National organisation and responsibilities at the 3 levels of FUA

7.1.1 At Strategic Airspace Management Level 1

<table>
<thead>
<tr>
<th>FUA Level 1 Implemented:</th>
<th>N</th>
<th>High Level Airspace Policy Body:</th>
<th>Y</th>
</tr>
</thead>
</table>

High Level Airspace Policy Body (HLAPB) Composition:
1. Director General, Ministry of Communications and Works
2. First General of the National Guard
3. Director General, Ministry of Foreign Affairs
4. Director of the Department of Civil Aviation
5. Director of the Military Staff, Ministry of Defence

A National Plan for the implementation of FUA in accordance with EU Reg. 2150/2005 has been approved by the Council of Ministers of the Republic of Cyprus. The said plan shall become effective immediately upon its signature by the designated Ministers namely, Ministers of Foreign Affairs, Transport and Defence. The first meeting of the HLAPB will be taking place within 15 days after plan’s signature. Work is in progress and the plan shall be operational by July 2009.

It should be noted though, that the relationship between the Civil and Military Authorities is excellent and appropriate level of coordination is achieved through the existing procedures.

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
- Approve activities which require airspace reservation or restriction N
- Define temporary airspace structures and procedures to offer multiple airspace reservation and route options | N

- Establish criteria and procedures providing for the creation and use of adjustable lateral and vertical limits of the airspace | N

- Assess the national airspace structures and route network with the aim of planning for flexible airspace structures and procedures | N

- 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

- Establish mechanisms to assess performance of FUA operations | N

- 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 | Y

**Manual archiving**

| The State has abandoned application of permanent airspace restrictions: | N |

**Changes since previous FUA Report:** The National Plan for the implementation of the FUA has been approved by the Council of Ministers. Its signature is still pending.

### 7.1.2 At Pre-tactical Airspace Management Level 2

| FUA Level 2 Implemented: | N | Airspace Management Cell – AMC: | N | DCA airspace management unit is responsible for daily airspace allocations; The DCA is the contact point for international coordination at Level 2. | N | Joint Civil-Military Cell: |

The national plan which gives the authorization to implement the FUA, including Level 2 (Joint Civil-Military Airspace Management Cell), has been approved by the Council of Ministers. However, the AMC has not been implemented yet.

**The airspace is allocated in accordance with the conditions and procedures defined in Article 4.1:** N

**The established AMC (referred to above) is provided with adequate supporting systems to perform and communicate the pre-tactical airspace management tasks:** N

**Changes since previous FUA Report:** The National Plan for the implementation of the FUA has been approved by the Council of Ministers. Its signature is still pending.

### 7.1.3 At Tactical Airspace Management Level 3

| FUA Level 3 Implemented: | N |

The State has ensured that the relevant ATS Units and controlling military units:
7.2 Cooperation between Member States at the 3 levels of FUA

7.2.1 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:

<table>
<thead>
<tr>
<th>Type(s) of cross-border airspace use is applied in the State:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cross-border area</td>
</tr>
<tr>
<td>Shared reserved airspace (TRA and TSA)</td>
</tr>
<tr>
<td>Conditional routes</td>
</tr>
</tbody>
</table>

The State has established with neighbouring States one common set of standards for separations between civil and military flights for cross-border activities:

| Changes since previous FUA Report: | None |

7.2.2 At Pre-tactical Airspace Management Level 2

The State has established a joint or multinational AMC with neighbouring States:

| Changes since previous FUA Report: | None |

7.2.3 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:

| Changes since previous FUA Report: | None |
7.3 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: Y

The ANS SMS has provisions for management of change

7.4 Performance assessment

<table>
<thead>
<tr>
<th>Evaluation of the functioning of agreements, procedures and supporting systems established at the 3 levels</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Safety</td>
<td>N</td>
</tr>
<tr>
<td>Airspace capacity</td>
<td>N</td>
</tr>
<tr>
<td>Efficiency</td>
<td>N</td>
</tr>
<tr>
<td>Flexibility of aircraft operations of all users</td>
<td>N</td>
</tr>
</tbody>
</table>
7.5 Compliance monitoring

The State is fully compliant with the FUA Regulation (EC Regulation 2150/2005): N
The national plan for the implementation of FUA is fully in line with Community legislation. However, it has not implemented yet.

| The State has established the following FUA compliance monitoring processes: |
|---|---|---|---|
| Inspections | N | Periodicity | Outcome sent to EC | N |
| Surveys | N | Periodicity | Outcome sent to EC | N |
| Safety Audits | N | Periodicity | Outcome sent to EC | N |

7.6 Problems encountered and need for changes

Problems encountered in the implementation of the FUA regulation and need for changes
None