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


For Malta,
Name, title
Anthony GATT –
Director General
Signature
Date

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>N</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Due to the very low level of the Military Activities (Coastal Patrol and Search &amp; Rescue), no needs have been identified so far to set up and formalize a High Level Airspace Policy Body. DCAM is responsible for managing the Maltese Airspace.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Measures established to ensure consistency between:</th>
<th>- ASM and ATFM:</th>
<th>Y</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>- ASM and ATS:</td>
<td>Y</td>
</tr>
</tbody>
</table>

The State has notified the Commission the identified persons/organisations responsible for all the tasks listed in Art. 4.1 of the FUA Regulation:

<table>
<thead>
<tr>
<th>Date and Reference of the Communication:</th>
</tr>
</thead>
</table>

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
- Approve activities which require airspace reservation or restriction
- Define temporary airspace structures and procedures to offer multiple airspace reservation and route options
- Establish criteria and procedures providing for the creation and use of adjustable lateral and
vertical limits of the airspace
No operational needs identified so far and anticipated in the future

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

No operational needs identified so far and anticipated in the future

- 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

The requirement is not applicable because there is no ATS military controlling unit in Malta.

- Establish mechanisms to assess performance of FUA operations  N

No need identified in the short and anticipated in the medium term due to the missing FUA operations.

- Based on the outcome of this assessment, periodically review and revise as necessary, airspace procedures  N

See comment above.

- Establish mechanisms to archive data on the requests, allocation and actual use of airspace structures for further analysis and planning activities  N

The data are recorded but due to the very low number of requests no need to establish formal mechanisms.

The State has abandoned application of permanent airspace restrictions: Y
DCAM is the body that accommodates the requests for temporary activation of airspace restriction or reservation for the areas published within the AIP.

Changes since previous FUA Report: No changes

7.1.2 At Pre-tactical Airspace Management Level 2

<table>
<thead>
<tr>
<th>FUA Level 2 Implemented:</th>
<th>N</th>
<th>Airspace Management Cell – AMC:</th>
<th>N</th>
<th>DCAM is responsible for the airspace allocations.</th>
<th>Joint Civil-Military Cell:</th>
<th>N</th>
</tr>
</thead>
</table>

As the DCAM is responsible for the management of the Maltese Airspace and the level of military activities is significantly very low, no needs identified to establish an Airspace Management Cell for daily airspace allocation.

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/A No AMC established. Good co-operation and co-ordination exist between the ANSP, DCAM and the Armed Forces of Malta

Changes since previous FUA Report: No changes

7.1.3 At Tactical Airspace Management Level 3

<table>
<thead>
<tr>
<th>FUA Level 3 Implemented:</th>
<th>N</th>
<th>As DCAM is the only body responsible for the Airspace Management and military activities are significantly very low, consequently no need identified to implement the Level 3 Airspace Management.</th>
</tr>
</thead>
</table>

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:  N

Co-ordination exists to some extent between DCAM and Armed Forces of Malta for the activation and deactivation of the defined danger areas.

- 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:  N

See above

- establish coordination procedures and supporting systems to ensure safety when managing interactions between civil and military flights:  N
This requirement is not applicable due to the absence of OAT flights within the activated controlled airspace.

- 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:

  Specifi
cally:
  - Position of aircraft  N/A  The Maltese FIR is controlled only by the civilian controllers.
  - Flight intention of aircraft  N/A  See above

All airspace reservations are released as soon as activities having caused their establishment cease:

Better formalised co-ordination is needed between DCAM, MATS and the Armed Forces of Malta to release immediately the reserved airspace. The Armed Forces of Malta still need to improve their internal procedures.

Changes since previous FUA Report:  No changes

### 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:  

N  No need identified so far and may be considered when needs will arise.

**Type(s) of cross-border airspace use is applied in the State:**

| Cross-border area           |  |  
|------------------------------|---|---
| **Y**  | In accordance with a co-ordination agreement between Rome ACC and Malta ACC, air traffic services are provided under the delegated authority, in the Rome FIR/JIR.  
| **N**  | There is not any shared reserved airspace with any of adjacent state.  
| **N**  | There is no conditional routes within the cross border area.

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

N  No need identified.

Changes since previous FUA Report:  No changes

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

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

N  No need identified and not foreseen for the medium term.

Changes since previous FUA Report:  No changes

#### 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 involved in or concerned with cross-border activities:  

N  No need identified and not foreseen in the medium term as well.

Changes since previous FUA Report:  No changes

### 7.3 Safety assessment

The State has established a safety management process to conduct all safety assessment activities before the

N  As the FUA is not yet applicable in Malta, there is no need for
7.4 Performance assessment

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

7.5 Compliance monitoring

The State is fully compliant with the FUA Regulation (EC Regulation 2150/2005): N

FUA is not yet fully applicable in Malta due to the very low level of Military activities.

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

No problems have been encountered. However, FUA cannot be fully implemented in Malta due to the very low level of military activities.