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


For the Slovak Republic,

Mr. Ján BREJA
Director General
General Directorate of Civil Aviation
and Water Transport

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>Y</th>
<th>High Level Airspace Policy Body:</th>
<th>Y</th>
<th>See below</th>
</tr>
</thead>
</table>

- It has been processed by the inter-ministerial commission, created in accordance with the aviation law. This commission consists of representative of MoT, CAA, ANSP as well as MoD. It is responsible for national airspace management policy and evaluation of its effectiveness.
- To ensure the process of reliability of Slovak airspace usage, there are coordination meetings organised every month by chief of AMC (or his deputy), with participation of all inter ministerial commission representatives and airspace users.

<table>
<thead>
<tr>
<th>Measures established to ensure consistency between:</th>
<th>Y</th>
<th>Procedures for AMC operations</th>
</tr>
</thead>
<tbody>
<tr>
<td>- ASM and ATMF:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>- ASM and ATS:</td>
<td></td>
<td></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: Y Date and Reference of the Communication: 09.01.2008

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 Y

- Approve activities which require airspace reservation or restriction Y

Monthly coordination meeting resulted to minutes, which are mandatory for AMC, AMC procedures within its approved rulebook.

- Define temporary airspace structures and procedures to offer multiple airspace reservation and route options Y

AMC through their AMC procedures within its approved rulebook.
- Establish criteria and procedures providing for the creation and use of adjustable lateral and vertical limits of the airspace | Y  
We have in place only fixed lateral and vertical limits – while our TSA and TRA allows to AMC define vertical limits when the TRA/TSA are allocated  

- Assess the national airspace structures and route network with the aim of planning for flexible airspace structures and procedures | N  
Done mainly with regards of route structure, For airspace planned for next year  

- 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 | Y  
3 levels of coordination, which is declared by OAT sector (military unit) and which is depending on the military traffic nature: - only military unit is responsible for ensuring separation between GAT and OAT traffic. No specific conditions are established.  
3 levels of coordination:  
- Traffic with coordination (whole FIR, military is responsible for separation between OAT and GAT traffic) the all traffic information are provided top military unit including the approval for descent, climb or vectoring the GAT traffic outside ATS route.  
- Traffic with limited coordination (certain area of FIR, same principle as above)  
- No coordination (normal civil operation, with no OAT traffic), but the military unit is provided with all data  

- Establish mechanisms to assess performance of FUA operations | N  
Based on feedback during coordination meetings there was no need for this mechanism. There is already in place evaluation of activation and actual using of TSA/TRA/LZR, plan for establishment such a mechanism is for the next year. No assessment has been performed while it is known that some TSA/TRA are used rarely, while planned to use frequently  

- Based on the outcome of this assessment, periodically review and revise as necessary, airspace procedures | N  
The review has not been performed yet.  

- Establish mechanisms to archive data on the requests, allocation and actual use of airspace structures for further analysis and planning activities | Y  
AMC based on their responsibilities has to keep and maintain manually all statistics regarding requests for allocation and actual use of airspace structures.  

The State has abandoned application of permanent airspace restrictions: | Y  
There are no permanent airspace restrictions in place if there is a requirement, and then it has to be submitted to coordination meeting, and based on outcomes from this meeting restrictions are published via NOTAMs.  

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>Airspace Management Cell – AMC</th>
<th>Joint Civil-Military Cell</th>
</tr>
</thead>
<tbody>
<tr>
<td>Y</td>
<td>Y</td>
<td>Y</td>
</tr>
</tbody>
</table>

Level 2 is executed by the AMC (Airspace management cell), which is responsible for collecting and analyzing the AMC manageable airspace usage requests as well as AUP message publishing.  

The airspace is allocated in accordance with the conditions and procedures defined in Article 4.1: | N  
Partly, not all conditions are met.  

The established AMC (referred to above) is provided with adequate supporting systems to perform and communicate the pre-tactical airspace management tasks: | Y  
AFTN, FAX, Recorded phones, LETVIS  

Changes since previous FUA Report: | No changes  

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LCIP2009-2013 Slovak Republic  
Chapter 7-2  
Released Issue
### 7.1.3 At Tactical Airspace Management Level 3

<table>
<thead>
<tr>
<th>FUA Level 3 Implemented</th>
<th>Implemented</th>
<th>The AMC Unit:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Y</td>
<td>- collects information of activation, interruption and deactivation of AMC manageable airspace,</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- transmits actual information of AMC manageable airspace usage to civil and military ACC,</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- publishes UUP message.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>The coordination between civil and military ATC units is carried out according to Control and coordination letter of agreements.</td>
</tr>
</tbody>
</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**

The coordination between civil and military ATC units is carried out according to Control and coordination letter of agreements and there is a direct phone line between the supervisors in duty on the ACC Bratislava and OAT sector, but there is no direct communications facilities between ATS Units and GCI.

- 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**

AMC procedures for publishing AUP and UUP, procedures published in AIP, and NOTAMs and procedures for real activation and deactivation.

- establish coordination procedures and supporting systems to ensure safety when managing interactions between civil and military flights: **Y**

The coordination between civil and military ATC units is carried out according to Control and coordination letter of agreements. OAT sector is part of LPS SR (ANS provider).

- 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**

<table>
<thead>
<tr>
<th>Specifically:</th>
<th>Position of aircraft</th>
<th>Y</th>
<th>radar data exchange and automatic flight plan data exchange</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Flight intention of aircraft</td>
<td>Y</td>
<td>Voice exchange between OAT sector and ACC Bratislava</td>
</tr>
</tbody>
</table>

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

Part of internal procedures of AMC, duty officer at AMC has to inform involved parties about status of airspace reservation.

Changes since previous FUA Report: No change

### 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**

Plan for cross-border structures for FAB CE.
Type(s) of cross-border airspace use is applied in the State:

<table>
<thead>
<tr>
<th>Cross-border area</th>
<th>N</th>
<th>Legal constraints, possible plan for FAB CE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shared reserved airspace (TRA and TSA)</td>
<td>N</td>
<td>No request for such a TRA/TSA.</td>
</tr>
<tr>
<td>Conditional routes</td>
<td>Y</td>
<td>Austria, Hungary, Poland, Czech Republic</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: 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 | Possible for FAB CE |

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:

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 introduction of any changes to the operations of the FUA:

| Y | Process is published in principles for ASM of Slovak Republic where are requirements that before any change is established the safety assessment must be performed and submit to inter-ministerial committee. |

7.4 Performance assessment

Evaluation of the functioning of agreements, procedures and supporting systems established at the 3 levels

| Safety | Y |
| Airspace capacity | N |
| Efficiency | N |
| Flexibility of aircraft operations of all users | N |
7.5 Compliance monitoring

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

The State has established the following FUA compliance monitoring processes:

<table>
<thead>
<tr>
<th>Inspections</th>
<th>N</th>
<th>Periodicity</th>
<th>Outcome sent to EC</th>
</tr>
</thead>
<tbody>
<tr>
<td>Surveys</td>
<td>N</td>
<td>Periodicity</td>
<td>Outcome sent to EC</td>
</tr>
<tr>
<td>Safety Audits</td>
<td>Y</td>
<td>Periodicity</td>
<td>Once a year</td>
</tr>
</tbody>
</table>

Additional comments: No assessment from effectiveness and capacity point of view

7.6 Problems encountered and need for changes

Problems encountered in the implementation of the FUA regulation and need for changes

Problems seems to be the definition of priorities for allocation of TSA/TRA or other AMC manageable areas.