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


For Malta,
George BORG-MARKS
A/Director General for Civil Aviation
Name, title
Signature
Date

Chapter 15 - Annual Report on the Application of FUA

15.1 National organisation and responsibilities at the 3 levels of FUA

15.1.1 At Strategic Airspace Management Level 1

| FUA Level 1 Implemented: | Y | The State has established appropriate FUA Level 1 mechanisms, e.g. High Level Airspace Policy Body: | Y | The NSA, ANSP and the Military Authorities meet as and when required to address any issues that may arise from time to time.

Measures established to ensure consistency between:
- ASM and ATFM: Y | Ensured by MATS on daily basis in full coordination with CFMU.
- ASM and ATS: Y | See above

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

On an ad-hoc basis.

- Approve activities which require airspace reservation or restriction Y

The activities requiring airspace restriction or reservation are approved by the Civil Aviation Directorate – Transport Malta (CAD-TM) and published in AIP/NOTAMs. There are only three danger areas which are used for ‘Gun Firing’ by the Armed Forces of Malta and users are notified through the NOTAM dissemination when they are activated. There are clear instructions within the AIP about the execution of flights when the areas are activated.

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

No need identified due to the lack of such complex requirements.

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

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

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

- Establish mechanisms to assess performance of FUA operations
  
  No need identified in the short and anticipated in the medium term due to the limited number of FUA operations.

- Based on the outcome of this assessment, periodically review and revise as necessary, airspace procedures
  
  See comment above.

- Establish mechanisms to archive data on the requests, allocation and actual use of airspace structures for further analysis and planning activities
  
  The data are recorded but due to the very low number of requests no need to establish formal mechanisms.

<table>
<thead>
<tr>
<th>Apart from Danger Areas over the High Seas and Prohibited areas, the State has abandoned application of permanent airspace restrictions:</th>
<th>Y</th>
<th>CAD-TM, in close cooperation with the ANSP and the military, accommodates the requests for temporary activation of airspace restriction or reservation for the areas published within the AIP.</th>
</tr>
</thead>
</table>

Changes since previous FUA Report: Change in implementation status

15.1.2 At Pre-tactical Airspace Management Level 2

|---|---|---|---|---|---|

An Airspace Management Cell has been set up between CAD-TM, the ATSP and the Military meeting regularly to address these issues.

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

<table>
<thead>
<tr>
<th>The established AMC (referred to above) is provided with adequate dedicated ASM supporting systems to perform and communicate the pre-tactical airspace management tasks:</th>
<th>N/A</th>
<th>Good co-operation and co-ordination exist between the ATSP, CAD-TM and the Armed Forces of Malta</th>
</tr>
</thead>
</table>

Changes since previous FUA Report: Establishment of Airspace Management Cell

15.1.3 At Tactical Airspace Management Level 3

<table>
<thead>
<tr>
<th>FUA Level 3 Implemented:</th>
<th>Y</th>
<th>An Airspace Management Cell has been set up between CAD-TM, the ATSP and the Military meeting regularly to address these issues.</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:
  
  There are no controlling military units in Malta. However arrangements are in place with foreign civil and military authorities to ensure that effective coordination takes place, so that adequate notification to airspace users is promulgated.

- 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:
  
  See above

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

<table>
<thead>
<tr>
<th>Specifically</th>
<th>N/A</th>
</tr>
</thead>
<tbody>
<tr>
<td>- Position of aircraft</td>
<td>The Maltese FIR is controlled only by the civilian controllers.</td>
</tr>
<tr>
<td>- Flight intention of aircraft (e.g., exchange of Flight Plan data)</td>
<td>See above</td>
</tr>
</tbody>
</table>

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

Changes since previous FUA Report: Establishment of Airspace Management Cell

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### 15.2 Cooperation between Member States at the 3 levels of FUA

#### 15.2.1 At Strategic Airspace Management Level 1

The State coordinates its airspace management policy with the respective States to jointly address the use of cross-border airspace structures: **N**

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

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

<table>
<thead>
<tr>
<th>Cross-border area</th>
<th>Y</th>
<th>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/UIR.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shared reserved airspace (TRA and TSA)</td>
<td>N</td>
<td>There is no shared reserved airspace with any adjacent State.</td>
</tr>
<tr>
<td>Conditional routes</td>
<td>N</td>
<td>There are no conditional routes within the cross border area</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: **N**

No need identified.

Changes since previous FUA Report: No changes

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

If cross-border operations apply, has the State established a joint or multinational AMC with neighbouring State(s): **N**

No need identified and not foreseen for the medium term.

Changes since previous FUA Report: No changes

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#### 15.2.3 At Tactical Airspace Management Level 3

The State has established a common set of procedures to manage specific traffic situations and/or to enhance the real-time airspace management between civil and military units involved in or concerned with cross-border activities: **N**

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

Changes since previous FUA Report: No changes
15.3 Safety assessment

The State has established a safety management process to conduct all safety assessment activities before the introduction of any changes to the operations of the FUA: Y Such a process is activated as the need arises.

15.4 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>Y</td>
</tr>
<tr>
<td>Airspace capacity</td>
<td>Y</td>
</tr>
<tr>
<td>Efficiency</td>
<td>Y</td>
</tr>
<tr>
<td>Flexibility</td>
<td>Y</td>
</tr>
</tbody>
</table>

15.5 Compliance monitoring

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

Due to the low level of military activities within the Malta FIR and to the close cooperation which exists with civil and military authorities of neighbouring States, Malta considers that it is fully compliant with the FUA Regulations.

The State has established a FUA compliance monitoring processes: N

Additional comments: Not yet established – see comment above

15.6 Problems encountered and need for changes

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

No problems have been encountered.