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


For Romania,
Name, title

Signature
Date

Cătălin RÂDU
Director General - MoT-DGCA

Claudia VÎRLAN
Director General - RCAA

Bogdan DONCIU
Director General ROMATSA (ANSP)

Major General Ion Aurel STĂNCIU, Ph.D.
Chief of Romanian Air Force Staff

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
See below

The high-level Civil-Military policy body “Council for Airspace Management (CMSA)” is responsible for policy establishment and airspace management at National level.

CMSA is a joint civil-military body, consisting of five civil aviation representatives:
- MoT, Director General of Civil Aviation;
- RCA, Director General and SSNA Director;
- ROMATSA, Director General and Deputy Director General Operations;
and four military aviation representatives:
- MoD/General Staff, Deputy Director;
- Chief of the Romanian Air Forces;
- Chief of the Air Operations Center,
- Head of ATM Regulation and Certification Section.
To be noted that the military ATS units are organised and operate under the Air Operations Center (AOC) within the Air Force Staff.
The State has notified the Commission the identified persons/organisations responsible for all the tasks listed in Art. 4.1 of the FUA Regulation:

| Measures established to ensure consistency between: | - ASM and ATFM: Y | - periodical review of the airspace use based upon traffic statistics and forecasts (ASM).
- identification of the choke points, sector capacity and demand imbalances which are examined in parallel with the ASM Level 1 review (ATFM).
- the Flow Management Division (CFMU) highlights areas of insufficient ATC capacity. |
| - ASM and ATS: Y | - national periodical review process involving both airspace & route planners, ACCs/FMPS and AMC, keep pace with the development of improved navigation capabilities, advanced ATC techniques and changes in users’ requirements.
- military ATS units are able to use TSAs or TRAs at short-notice, but only within the time and space limits notified by NOTAM / AUP. |

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
- According to joint civil-military regulation RACMR - ASM/FUA concerning the airspace management and the flexible use of airspace, CMSA decides when and how the review of all airspace users’ requirements is to be conducted. CMSA will also nominate responsible entities for the job. The regular participants to this process are ASM experts from ROMATS, the Romanian CAA and the Air Force Staff who, in turn, will provide their conclusions and recommended actions to CMSA for decision purposes.

- Approve activities which require airspace reservation or restriction Y
- Joint civil-military regulation RACMR- ASM/FUA establishes the role and responsibility of CMSA regarding these approval processes. In between CMSA meetings, whenever required, such approvals are managed in a collaborative manner by senior responsible from RCAA, the Air Force Staff and ROMATS. All military exercises and civil flight activities for which airspace reservation is required and not published in the AIP Romania, are established by Protocol / LoA’s between ROMATS, the Romanian Air Forces and the concerned airspace users.

- Define temporary airspace structures and procedures to offer multiple airspace reservation and route options Y
- According to RACMR- ASM/FUA until this date, Romania through CMSA has defined 100 temporary airspace restrictions and 4 TSAs to cater for the airspace users requirements and offer multiple airspace reservation and route options. These temporary airspace structures are listed in AIP Romania and the Operational procedures of AMC Romania provide detailed activation/ de-activation guidance. Reserved airspace and airspace reservation procedures are commonly revised on an yearly basis by RCAA, the Romanian Air Forces and ROMATS with the consultation of the airspace users and afterwards further accepted by CMSA and published in the AIP ROMANIA.

- Establish criteria and procedures providing for the creation and use of adjustable lateral and vertical limits of the airspace Y
- According to RACMR- ASM/FUA, CMSA has established criteria and procedures for the definition and use of adjustable vertical limits of the temporary airspace structures published in AIP Romania. The lateral limits of the temporary airspace structures are fixed for the moment, published as such in AIP Romania. The flexibility in the definition and activation/ de-activation of these temporary airspace structures has been sufficient so far to resolve any users’ requirements without needing to resort to adjustable lateral limits.

- Assess the national airspace structures and route network with the aim of planning for flexible airspace structures and procedures Y
- Based upon a collaborative assessment process undertaken by ASM experts from the RCAA, the Air Force Staff and ROMATS, CMSA approved in Dec 2005 the publication and implementation of a series of temporary airspace structures to be used by military operations, which were deemed to ensure improved safety at the interface of civil and military operations and also enhance the efficiency of airspace usage. According to RACMR-ASM/FUA, those assessments are performed at least twice per year. In 2009 were performed 2 assessments. During 2009, ASM experts from the RCAA, the Air Force Staff and ROMATS on behalf of CMSA reviewed and approved several improvements to the procedures applied at the pre-tactical level (by AMC Romania) and by
tactical airspace management (ASM Level 3) in order to improve the flexibility of aircraft operations of all users;

- 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 responsibility for GAT/OAT separation is foreseen in the "General procedures for the coordination between civil and military ATS Units for GAT/OAT flights"

1. Civil ATS Units are responsible for the separation of GAT under their control from OAT flying within reserved airspace. This is achieved by maintaining a specified buffer distance between the GAT and the reserved area boundary. In such cases the military ATS Units concerned are responsible for keeping the OAT at specified buffer distance within the reserved airspace.

2. Civil ATS Units are responsible for the separation of GAT under their control from OAT flying under notified priority. In such cases the military ATS Units are responsible for maintaining the OAT within the conditions coordinated with the civil ATS Units concerned.

3. In all cases different from the two above, the military ATS Units are responsible for the separation of the OAT from GAT IFR. In such cases the civil ATS Units are responsible for maintaining the GAT within the conditions coordinated with the military ATS Units concerned.

- Establish mechanisms to assess performance of FUA operations

As set by joint civil-military regulation RACMR- ASM/FUA, it is a responsibility of CMSA to periodically assess and review the airspace procedures and performance of the FUA operations. CMSA will discharge this task either in its regular meetings or by tasking ATM/ ASM civil and military experts to conduct such assessment and provide conclusions and recommendations. We use KPIs developed by EUROCONTROL.

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

See above.

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

The archived data as regards requests, allocation and actual use of airspace structures are maintained by AMC Romania and further made available at request to ROMATSA, the RCAA or the Air Force Staff for strategic analysis and planning. In principle, results and conclusions of such analysis is further provided to CMSA for strategic decision/ action.

Apart from Danger Areas over the High Seas and Prohibited areas, the State has abandoned application of permanent airspace restrictions: In Bucharest FiR there are no permanent Danger Areas. Within the national airspace there are permanent Prohibited Areas, with no impact on the flexible use of airspace.

Changes since previous FUA Report: Temporary airspace restricted areas.

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

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

ASM Level 2 responsibilities are accomplished by a joint civil-military cell AMC Romania, which is operated with qualified personnel from the Air Force Staff/AOC and from ROMATSA. The RCAA ensures supervision of this process from the perspective of the civil authority/ NSA.

At Pre-tactical level, the Airspace Management Cell - AMC Romania - is located within ROMATSA's Bucharest HQs and allocates airspace on a 24-Hrs basis according to the requests submitted by airspace users and to its specific procedures approved by the CMSA. The responsibilities of AMC Romania are established by joint civil-military regulation RACMR-ASM-FUA.

The airspace is allocated in accordance with the conditions and procedures defined in Article 4.1: The supporting airspace management and communication systems in place are: 1 military PC for military airspace requests, 1 PC for AFTN, 1 PC with ACA software for processing and transmitting AUPs to CADF/CFMU and AAs, printers, 1 fax for civil airspace requests 1 military telephone and 2 civil telephone. There are sufficient back-up systems to be ensured in cases of technical
15.1.3 At Tactical Airspace Management Level 3

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: Y

According to specific coordination procedures, mutual provision of airspace data is ensured. In addition, further necessary civil/military co-ordination is done by voice communication.

- 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

Specific coordination procedures provide for the prompt exchange of information regarding the modifications of the planned reserved airspace at short notice.

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

Civil-military coordination is carried out according to a set of procedures approved by civil and military aeronautical authorities.

Safety when managing interactions between civil and military flights is ensured by supporting systems that provide the same radar picture and flight data.

- 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

Specifically:
- Position of aircraft Y Automatic surveillance data and direct communication between civil and military controllers involved in GAT-OAT coordination.
- Flight intention of aircraft (e.g. exchange of Flight Plan data) Y

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

All temporary airspace reservations are released as soon as activities having caused their establishment cease, after the coordination between civil ATS unit and military ATS unit involved.

Changes since previous FUA Report: Direct communication between civil and military controllers involved in GAT-OAT coordination.

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

CBAs are intended to be developed together with Bulgaria (within the developing DANUBE FAB Project).

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

<table>
<thead>
<tr>
<th>Type(s) of cross-border airspace use</th>
<th>State practice</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cross-border area</td>
<td>See above.</td>
</tr>
<tr>
<td>Shared reserved airspace (TRA and TSA)</td>
<td>Same as above.</td>
</tr>
<tr>
<td>Conditional routes</td>
<td>Same as above.</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 | Under review within the DANUBE FAB Project |

Changes since previous FUA Report:

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 | Under review within the DANUBE FAB Project |

Changes since previous FUA Report:

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 | Under review within the DANUBE FAB Project |

Changes since previous FUA Report:

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 | The safety management process is in accordance with EC Regulation 2006/2005, 2150/2005, ESARR 3 and ESARR 4. |

15.4 Performance assessment

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

| Safety | Y | According to joint civil-military regulation RACMR-ASM/FUA concerning the airspace management and the flexible use of airspace. |
| Airspace capacity | Y | As above. |
| Efficiency | Y | As above. |
| Flexibility | Y | As above. |

15.5 Compliance monitoring

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

| Y |

The State has established a FUA compliance monitoring processes:

| Y |

Annually civil-military analysis in order to monitor the compliance with FUA.

Additional comments:

15.6 Problems encountered and need for changes

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

N/A.