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


For Sweden,
Name, title

[Signature]

Date

2010-01-19

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 | High-Level Airspace Policy Body | Swedish Transport Agency: Elisabeth Salifeldt (head of AGA/ANS/SEC Unit), Lars-Eric Blad (head of ANS Section). Armed Forces: Thomas Karlsson (head of Safety Inspection), Anders Janson (head of ATM Section). |

Swedish Transport Agency and Military Authority have a written agreement, Airspace Charter, concerning ASM. Delegates are senior advisors and high ranked military officers. Swedish Transport Agency coordinates with the Military Authority on strategic issues.

| Measures established to ensure consistency between: | - ASM and ATFM: | Y | Handled by FDP position at ATCC | - ASM and ATS: | Y | Handled by FDP position at ATCC |

| 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: | 3 July 2007 LS 2007-4113 |

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
- Participation from Swedish Transport Agency to RNDSG and RDGE and also information meetings with ANSP
- Approve activities which require airspace reservation or restriction
- Applications for airspace reservation, as required by Swedish Transport Agency regulations, are handled and approved by Swedish Transport Agency
- Define temporary airspace structures and procedures to offer multiple airspace reservation and route options
- Applications for temporary structures, and consequential alternative routes, are handled and approved by Swedish Transport Agency
- Establish criteria and procedures providing for the creation and use of adjustable lateral and vertical limits of the airspace
- Use of PCA/TRA according to agreement between ANSP and MIL with possibility to coordinate, with short notice, actual vertical limits required by military activities
- Assess the national airspace structures and route network with the aim of planning for flexible airspace structures and procedures

Consultation meeting twice a year with ANSP adjoining ASM Level 1 Meeting

- 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

Mil Authority has no ATM Service provision role and no ATM regulatory power.

- Establish mechanisms to assess performance of FUA operations

This will be part of the tasks to be assigned to the AMC that is under establishment and is planned to be fully operational by Q4 2010.

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

This is subject to the establishment of a fully operational AMC by Q4 2010.

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

This is subject to the establishment of a fully operational AMC by Q4 2010.

Apart from Danger Areas over the High Seas and Prohibited areas, the State has abandoned application of permanent airspace restrictions: N Limited to some small areas required for national security reasons

Changes since previous FUA Report: Establishment of CBA has been delayed until 2010.

15.1.2 At Pre-tactical Airspace Management Level 2

<table>
<thead>
<tr>
<th>FUA Level 2</th>
<th>Airspace Management Cell – AMC:</th>
<th>Y</th>
<th>Basic function established with contact info published (phone/e-mail), executed by Watch Supervisor at ATCC and MIL unit</th>
<th>Joint Civil-Military Cell:</th>
<th>Y</th>
</tr>
</thead>
</table>

The function of joint civil-military Airspace Management Cell (AMC) has been set up. Sweden has for a long time used PCA for military and civil coordination. The ANSP and the military have a process for airspace management with agreed arrangements for handling military flights in a mixed civil/military arrangement.

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

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

| Changes since previous FUA Report: | Initial establishment of TRA completed |

15.1.3 At Tactical Airspace Management Level 3

<table>
<thead>
<tr>
<th>FUA Level 3</th>
<th>ANSP and the military have a LoA to clarify responsibilities at level 3.</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:

Local arrangements on level 3, ACC-MIL with half hour prior notice for activation of PCA

- 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:

Local arrangements on level 3, ACC-MIL using dedicated phone-line
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:

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

| Cross-border area | Y | Areas with delegated responsibility for provision of ATS established with Denmark, Norway, Finland, Poland and Germany |
| Shared reserved airspace (TRA and TSA) | Y | CBA under development with Finland, based on TRA |
| Conditional routes | Y | Denmark, Norway, Finland, Poland, Germany and Latvia |

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 TSA planned, only TRA.

Current no CBA but work in progress for CBA with Finland. State level agreement initiated for use of TSA/TRA including delegation of responsibility for provision of ATS.

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):

Changes since previous FUA Report: No change in the information above since the previous FUA report.

No plans currently for joint AMC.

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 To be included in CONOPS, ATS LoA and MIL LoA in preparations for CBA with Finland.
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 ANSP required to include safety assessment in the application for airspace changes.

15.4 Performance assessment

| Evaluation of the functioning of agreements, procedures and supporting systems established at the 3 levels |
|-------------------------------------------------|--------------------------------------------------|
| Safety                                           | Y General safety assessment reports from ANSP quarterly |
| Airspace capacity                                | Y Discussed with ANSP at Airspace consultation meetings prior to ASM Level 1 meetings twice a year. |
| Efficiency                                       | Y Discussed with ANSP at Airspace consultation meetings prior to ASM Level 1 meetings twice a year. |
| Flexibility                                      | Y Discussed with ANSP at Airspace consultation meetings prior to ASM Level 1 meetings twice a year. |

15.5 Compliance monitoring

The State is fully compliant with the FUA Regulation (EC Regulation 2150/2005): Y
As appropriate based on current use of PCA and TRA, new applications (TRA/CBA) under development.

The State has established a FUA compliance monitoring processes: Annex Y Depending of fully functioning AMC, see 15.1.2

Additional comments:

15.6 Problems encountered and need for changes

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

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