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


For Slovak Republic,
Mr. Ján Brejda
Director General
General Directorate of Civil Aviation
And Water Transport

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

<table>
<thead>
<tr>
<th>FUA Level 1 Implemented:</th>
<th>Y</th>
<th>The State has established appropriate FUA Level 1 mechanisms, e.g. 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>- ASM and ATFM:</th>
<th>Y</th>
<th>Procedures for AMC operations</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>- ASM and ATS:</td>
<td>Y</td>
<td>Procedures for AMC operations</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

Published principles for ASM of Slovak Republic

- 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

We have in place only fixed lateral and vertical limits – while our TSA and TRA allows 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

Done mainly with regards of route structure; Full assessment foreseen within the process of FAB establishment.

- 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

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

Mechanism is developed and assessment has been performed with the outcome of reduction of some TSA/TRA

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

The review has been performed, internal meeting within Slovakia stakeholders, and in addition meeting with EUROCONTROL.

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

AMC based on their responsibilities has to keep and maintain manually all statistics regarding requests for allocation and actual use of airspace structures.

Apart from Danger Areas over the High Seas and Prohibited areas, 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 change.

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

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

Level 2 is executed by the AMC (Airspace Management Cell), which is responsible for collecting and analyzing the airspace usage requests as well as for publishing AUP messages.

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 dedicated ASM supporting systems to perform and communicate the pre-tactical airspace management tasks: Y AFTN, FAX, Recorded phones, LETVIS

Changes since previous FUA Report: No change
15.1.3 At Tactical Airspace Management Level 3

<table>
<thead>
<tr>
<th>FUA Level 3 Implemented:</th>
<th>Y</th>
<th>The AMC Unit:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></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>The coordination between civil and military ATC units is carried out according to Control and coordination letter of agreements.</td>
<td></td>
<td></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

Specifically:

- Position of aircraft Y radar data exchange and automatic flight plan data exchange
- Flight intention of aircraft (e.g. exchange of Flight Plan data) Y Voice exchange between OAT sector and ACC Bratislava

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

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

- Plan for cross-border structures for FAB CE.

<table>
<thead>
<tr>
<th>Type(s) of cross-border airspace use is applied in the State:</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Cross-border area</td>
<td>N</td>
<td>Legal constraints, possible plan for FAB CE</td>
</tr>
<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>
15.2.2 At Pre-tactical Airspace Management Level 2

<table>
<thead>
<tr>
<th>If cross-border operations apply, has the State established a joint or multinational AMC with neighbouring State(s):</th>
<th>N</th>
<th>Possible for FAB CE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Changes since previous FUA Report:</td>
<td>No changes</td>
<td></td>
</tr>
</tbody>
</table>

15.2.3 At Tactical Airspace Management Level 3

<table>
<thead>
<tr>
<th>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:</th>
<th>N</th>
<th>Possible for FAB CE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Changes since previous FUA Report:</td>
<td>No changes</td>
<td></td>
</tr>
</tbody>
</table>

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 | 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. |

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

15.5 Compliance monitoring

<p>| The State is fully compliant with the FUA Regulation (EC Regulation 2150/2005): | N |</p>
<table>
<thead>
<tr>
<th>CAA SK with EUROCONTROL support organised meeting (26.11.2009) to enhance provision of FUA regulation with following conclusions:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Technical elements</td>
</tr>
<tr>
<td>− Agreed principles of use of CIAM, LARA</td>
</tr>
<tr>
<td>− Evaluation of PRISIMIL with EUROCONTROL</td>
</tr>
<tr>
<td>Operational elements</td>
</tr>
<tr>
<td>− Review of level 2 procedures</td>
</tr>
</tbody>
</table>
• Analysis of historical statistical data/Performance criteria
• Roles of both parties/Integration of functions
• Analysis of airspace for sub modular/ variable profile
• Development of updated principles (guidance for priorities)

〜 FAB military cooperation

The State has established a FUA compliance monitoring processes: Annex

One of the outcomes was to organise meeting with EUROCONTROL to enhance FUA performance in Slovakia to guarantee full compliance with regulation.

Additional comments: No

15.6 Problems encountered and need for changes

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

Problems seem to be the definition of priorities for allocation of TSA/TRA or other AMC manageable areas. Conclusion from above mention meeting requires to develop updated principles (guidance for priorities)