

The participation of Serbia in the SES initiative of the European Union is based on ECAA Agreement with the European Communities.

Further to Article 12 of the Framework Regulation (EC) No 549/2004 and to the formalised request of the Commission to EUROCONTROL dated 31 July 2008, Chapter 2 of RS LCIP 2009-2013 fulfils Serbia's obligation to report to the European Commission on SES implementation for the period from 1st July 2007 till 31st December 2008.

For Serbia,

Mr. Milan Momčilović

Representative of the Republic of Serbia at
Single Sky Committee (Monitor)

Signature

Date

30.01.2009.

Chapter 2 - Single European Sky Annual Report

2.1 NSA Establishment & Responsibilities

Name of the NSA:	the Civil Aviation Directorate of the Republic of Serbia
Legal Basis:	Decision on establishment of the Civil Aviation Directorate of the Republic of Serbia and State of Montenegro (published at The Official Gazette of the Republic of Serbia No. 102/2003); Decision on changing names of the Civil Aviation Directorate of the Republic of Serbia and State of Montenegro (published at The Official Gazette of the Republic of Serbia No. 12/2007); Decision on designation of the Civil Aviation Directorate of the Republic of Serbia as the National Supervisory Authority of the Republic of Serbia for air navigation (published at The Official Gazette of the Republic of Serbia No. 30/2008); Ratified Convention of International Civil Aviation (Chicago, 1944); International Convention Relating to Co-operation for the Safety of Air Navigation – EUROCONTROL of 1960 with protocols of 1970, 1978 and 1981; Signed ECAA Agreement
Separation from ANSP:	Functional, Organisational, Institutional
Relationship with CAA/DGCA:	1) The CAA/DGCA is the nominated NSA
Specific inspections & surveys delegated (or intended to be) to Recognised Organisations	None
Changes since previous Annual Report (AR):	National Supervisory Authority has been nominated/designated (Decision on designation made on 25 March 2008)

Areas of Responsibility (as per art. 2.1 (SP-R):	CIV	MIL	Additional Information		
ATS	Y	N			
CNS	Y	N			
AIS	Y	N			
AFIS	Y	N			
MET	Y	N			
Areas of Responsibility (as per other art./reg.):	CIV	MIL	Additional Information	Notified to the EC	Date of correspondence
ATCO Licensing	Y	N		Y	09/05/2008
Engineering & Tech. Staff	Y	N		Y	09/05/2008
Access ANSPs accounts	Y	N	Joint participation of CAD, Montenegrin CAA and SMATSA in CRCO.	Y	09/05/2008

Economic oversight	N	N	Under the Ministry of Infrastructure.	N	N/A
Interoperability	Y	N		Y	09/05/2008
Changes since previous AR:	No changes.				

Additional information:	In addition to listed Areas of Responsibility, and according to the Directive 2006/23/EC, CAD (as the nominated NSA) is also responsible for certification and oversight of Training centres.				
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Note: ECAA Agreement signed, but not ratified yet, so the Regulation is not applicable at present, except in elements stated in the table above.

2.2 ANSP Certification, Designation & Cross-Border ANS Provision

2.2.1 Certification

All certified ANSPs in Serbia are presented below

Name of the ANSP	Services for which it has been Certified					Date of Certif.	Valid until	Derogation Granted	Conditions Attached
	ATS	AFIS	AIS	CNS	MET				
SMATSA – Serbia and Montenegro Air Traffic Services Agency Ltd. (*)	N	N	N	N	N			N	N

(*) SMATSA is the sole ANS Provider in Serbia but has not been certified yet

Note: In addition to listed Services that has not been certified yet, the CAD (as the nominated NSA) has certified SMATSA Training centre.

Changes since previous AR:	No changes.
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2.2.2 Designation

The status of designation of ATS and MET Providers in Serbia is presented below:

State authority responsible for Designation		N/A (pending the new Civil Aviation Act end ratification of ECAA Agreement. In accordance with the draft of the new Civil Aviation Act the responsible authority is the Government of the Republic of Serbia)		
Type of Service	Name of the Service Provider / Airspace under its responsibility	Date of Desig.	Valid until	Conditions attached
ATS	SMATSA, entire Beograd FIR/UIR (not yet designated)	N/A	N/A	N/A
MET	SMATSA (not yet designated)	N/A	N/A	N/A
The State/ANSP received an offer of services from another certified ANSP having its principal place of operation in another Member State:		N		
Changes since previous AR:	No changes.			

2.2.3 Arrangements for Cross-Border ANS provision

The following two tables present the cross-border provision of Air Navigation Services involving Serbia, both for ATS and, separately for other ANS as foreseen in particular by the Service Provision Regulation in Preamble (13).

2.2.3.1 Cross-Border provision of ATS

ATS Services provided TO:	Area(s)	Agreement with the State concerned on the supervision of the ATSP(s):
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Bosnia and Herzegovina	Eastern Portion of Sarajevo UIR	N	
Montenegro	Beograd FIR/UIR (the airspace over Montenegro is currently part of Beograd FIR/UIR)	N	
ATS Services provided FROM:	Area(s)	Agreement with the State concerned on the supervision of the ATSP(s):	
N/A			
Changes since previous AR:	No changes		

2.2.3.2 Cross-Border provision of other ANS

Cross-Border provision of other ANS than ATS	Y
Montenegro: AIS, MET, ASM, FM, CNS, Training.	

2.3 Ongoing Compliance

Name of the NSA:	The Civil Aviation Directorate of the Republic of Serbia		
The NSA has produced an Inspection Programme (as per Art. 7 of SP-IR-CR):			N
Further to the certification of the ANSPs, the NSA has verified compliance with the Common Requirements in the following areas since the last Annual Report:			
Organisational Structure and Management	N		
Safety Management System	N		
Operation Manuals	N		
Security Management System	N		
Policies for Recruitment and Training of Personnel	N		
Financial Audits	N		
Liability and Insurance Cover	N		
Contingency Plans	N		
Set up of a Quality Management System	N		
Production of a Business Plan and an Annual Plan (including demonstration of economic and financial capacity):	N		
Provision of an Annual Report:	N		

Note: ECAA Agreement signed, but not ratified yet, so the Regulation is not applicable at present.

2.4 Consultation of stakeholders

The State has implemented a formal consultation mechanism for the involvement of stakeholders in SES implementation:			Y
Since the last Annual Report, the following stakeholders have been consulted on the following topics:			
ANSPs	Y	The consultation took place by correspondence, and newly created groups/forums	Implementation of ILS CAT III at Belgrade Airport, Airspace classification process, Implementation of FUA concept
Airports	Y	The consultation took place by correspondence, and newly created groups/forums.	Implementation of ILS CAT III at Belgrade Airport, Implementation Plan for introduction of ILS CAT I

			at Niš airport
Airspace Users Representative Orgs.	Y	The consultation took place by correspondence.	Route charging (IATA).
Professional staff representative bodies	Y	The consultation took place by correspondence.	Level 4 of ATCO language proficiency
Manufacturing industry	N		
Military	Y	The consultation took place according to formal procedures, as well as by correspondence and newly created groups/forums.	Civil-Military Cooperation, ECAA implementation, FUA implementation
Other	Y	The consultation took place by correspondence and meetings with Faculty of Transport and Traffic Engineering and Faculty of Organisational Sciences	Quality system

2.5 ATCO Licensing

Transposition of SP-D-ATCO	N	It will be included in the new Civil Aviation Act. To be enacted in 2009.
Communication to the EC of the national provisions enforced to comply with SP-D-ATCO	N	
Certified ATCO training providers (as per Art. 10):	N	Applications have not been received. There are plans for certification in 2009.
Provisions of Art. 8 on 'Linguistic Requirements' implemented:	N	
Aside from the two articles specified above, progress of implementation of SP-D-ATCO:		Expected to be published in the first quarter of 2009.
Changes since previous AR:		

Note: ECAA Agreement signed, but not ratified yet, so the Regulation is not applicable at present.

2.6 Airspace

Full implementation of the Airspace Regulation in the State foreseen for:	12/2009	Pending promulgation of the draft of the new Civil Aviation Act
Application of the airspace regulation to airspace under the responsibility of the State outside the ICAO EUR or AFI regions:	N/A	-
Current division flight level between upper and lower airspace:		FL 285
The State has implemented airspace classification and access of flights operated under VFR above FL 195:	Y	
The State has introduced additional rules with respect to access or operation of VFR flights above FL 195:	Y	
There have been requests for TSA(s) (or equivalent) for GAT flying under VFR, as encompassed within the rules governing access for GAT VFR flights within this airspace:	Between FL 195 and FL 280	Y
	FL 285 and above	N
Changes since previous AR:	No changes.	

Note: ECAA Agreement signed, but not ratified yet, so the Regulation is not applicable at present, except in elements stated in the table above.

2.7 FABs

FAB initiative:	SEE FAB changed to ISIS		States involved:		Serbia, Albania, FYROM, Montenegro, Bulgaria, Romania, Bosnia and Herzegovina, Croatia	
Launched in:	2007					
Feasibility:	Start:	N/A	End:	N/A	Progress:	N/A
Definition:	Start:	N/A	End:	N/A	Progress:	N/A
Not included in any FAB initiative.						
Development:	Start:		End:		Progress:	
Implementation Phase	Start:		End:		Progress:	
There is a formal agreement between the States involved on the supervision of the ANSP(s) providing services in this FAB:						N
There is an agreement in principle concerning the joint designation of the ATSPs within the FAB:						N

Changes since previous Annual Report (AR):	No changes.
Additional information:	The Republic of Serbia has active role in EC ISIS (Implementation of Single European Sky in South East Europe) Programme, which will enable SEE countries to transpose European Regulation into national framework and develop institutional capacity to implement European Regulation. Within ISIS Programme CAD has leading role in the project Building Capacity of NSAs.

2.8 Interoperability

2.8.1 NSA's responsibilities

Name of the NSA:		the Civil Aviation Directorate of the Republic of Serbia			
The NSA has defined and allocated tasks and responsibilities in accordance with the IO-R:			N	There are draft documents based on new Civil Aviation Act, which is also in process.	
The NSA has developed Process Descriptions defining the supervision of compliance as defined in the IO-R:					N
These:	- Address the definition of systems subject to verification according to ANNEX I:	N	Expected legal basis to be established.		
	- Specify the scope of the verification of the material provided by the ANSP:	N	Expected legal basis to be established.		
	- Define how to proceed in case of conformity:	N	Expected legal basis to be established.		
	- Define how to proceed in case of non-conformity:	N	Expected legal basis to be established.		
	- Define 'templates' (e.g. for the declaration):	N	Expected legal basis to be established.		

Note: ECAA Agreement signed, but not ratified yet, so the Regulation is not applicable at present.

2.8.2 Notified Bodies

The table below shows the list of notified bodies appointed in Serbia

Name	Area of Responsibility	Date of notification to the EC	ID number obtained from the EC	Have the ANSP(s) requested their services since the last AR?
No notified bodies in Serbia.		N/A	N/A	

2.8.3 Verification of Compliance

This section covers the status of compliance of the State with regards to the IO-R and the associated Implementing Rules in place.

2.8.3.1 Regulation (EC) No 552/2004 on Interoperability

Number of EC Declarations of verifications of <u>systems</u> put into service after the 20 th of October 2005 issued until 31.12.2008:							None
ANSP:		System Concerned		Type of system		Decl. date	
ANSP:		System Concerned		Type of system		Decl. date	

Number of EC Declarations of conformity or suitability for use of <u>constituents</u> issued until 31.12.2008:							None
Manufacturer		Constituent Concerned				Decl. date	

The NSA(s) ascertained non-compliance cases from the above EC Declarations, leading to safeguard measures. If yes,							N/A
Communicated to the Commission		Concerned System/Constituent		Date and Ref of the Communication			

Note: ECAA Agreement signed, but not ratified yet, so the Regulation is not applicable at present.

2.8.3.2 Regulation (EC) No 1032/2006 on Coordination and Transfer

Has the ANSP(s) implemented the processes related to <u>notification and initial coordination</u> between ACCs in compliance with this Regulation?		Y	
Has the ANSP(s) implemented any of the following processes between ATC units other than ACCs in compliance with this Regulation?			
Notification	N/A	All automated ATC units use the same FDPS/RDPS system.	
Initial Coordination	N/A	All automated ATC units use the same FDPS/RDPS system.	
Revision of Coordination	N/A	All automated ATC units use the same FDPS/RDPS system.	
Abrogation of Coordination	N/A	All automated ATC units use the same FDPS/RDPS system.	
Basic Flight Data	N/A	All automated ATC units use the same FDPS/RDPS system.	
Change to Basic Flight Data	N/A	All automated ATC units use the same FDPS/RDPS system.	
Has the ANSP(s) implemented any of the following <u>optional</u> processes in compliance with this Regulation?			
Pre-Departure notification and coordination	N	Currently done manually.	
Change of frequency	N	Currently done manually.	

Manual assumption of COM processes	N	Currently done manually.
Has the ANSP(s) implemented the civil-military flight data processes between their systems and these of controlling military units?	N/A	There are no military controlling units.
Has the ANSP used the "EUROCONTROL Specification for On-Line Data Interchange (OLDI)" as means to achieve compliance with the Regulation?	Y	
Has the ANSP used the "EUROCONTROL Specification for ATS Data Exchange Presentation (ADEXP)" as means to achieve compliance with the Regulation?	N	ICAO format is being used.

Note: ECAA Agreement signed, but not ratified yet, so the Regulation is not applicable at present, except in elements stated in the table above.

2.8.3.3 Regulation (EC) No 633/2007 on flight message transfer protocol

Has the ANSP(s) implemented the flight message transfer protocol in compliance with this Regulation?	N	Full compliance will be achieved in 2010 with completion of national modernisation programme.
Has the ANSP used the "EUROCONTROL Specification for the Flight Message Transfer Protocol" as means to achieve compliance with the Regulation?	N	Full compliance is not secured but the basic OLDI messages are exchanged with adjacent ACCs.

Note: ECAA Agreement signed, but not ratified yet, so the Regulation is not applicable at present.

2.8.3.4 Regulation (EC) No 1033/2006 on procedures for flight plans in pre-flight phase

Has the NSA verified the compliance of the <u>ANSP(s)</u> with this Regulation?	N	
Has the State taken any measures to ensure the compliance of the <u>Operators</u> with this Regulation?	N	Plans are to establish a regulatory basis for the implementation of this Regulation.
Has the State taken any measures to ensure the compliance of the <u>IFPS</u> with this Regulation?	N	Plans are to establish a regulatory basis for the implementation of this Regulation.
Has the ANSP used the "EUROCONTROL Specification for the Initial Flight Plan" as means to achieve compliance with the Regulation?	Y	
Has the ANSP used the "EUROCONTROL Specification for ATS Data Exchange Presentation (ADEXP)" as means to achieve compliance with the Regulation?	N	ICAO format is being used, with minor exceptions.

Note: ECAA Agreement signed, but not ratified yet, so the Regulation is not applicable at present, except in elements stated in the table above.

2.8.3.5 Regulation (EC) No 1265/2007 on air-ground voice channel spacing

Is the ANSP(s) in compliance with this Regulation?	Y	SMATSA
Has the State communicated to the EC any exceptional circumstances preventing ANSPs to comply with Art. 3.3?	N	There are no exceptional circumstances within Beograd FIR.
Has the State communicated to the EC the lists of State aircraft that will not be equipped with 8.33 kHz radios, in order to benefit from the transitional arrangements?	N	
Has the State taken any measures to ensure the compliance of the <u>Operators</u> with this Regulation?	Y	Compliance of the Operators with this Regulation is a prerequisite for getting the Airworthiness Certificate.
Has the State ascertained non-compliances with this regulation leading to corrective measures?	N	

Note: ECAA Agreement signed, but not ratified yet, so the Regulation is not applicable at present, except in elements stated in the table above.

2.9 Air Navigation Charging

2.9.1 Charging zones

2.9.1.1 En-route Charging Zone(s)

En-route Charging Zone(s)	Nr	Description
Beograd FIR/UIR	1	Beograd Flight Information Region Beograd Upper Flight Information Region

2.9.1.2 Terminal Charging Zone(s)

Terminal Charging Zone(s)	Nr	Description
TMA Beograd (LYBE)	1	Airport Beograd/Nikola Tesla
TMA Niš (LYNI)	2	Airport Niš
TMA Vršac (LYVR)	3	Airport Vršac

Decision by the State to:		Additional Information	Notified to the EC	Date of correspondence
Defer the application of Articles 9 and 11 to 15 for terminal	N/A			
Exempt ANS provided at Airports with less than 50.000 Commercial Movements per year from the application of the Regulation	N/A			
Exempt ANS provided at Airports with less than 150.000 Commercial Movements per year from the application of Art. 11 and 13 of the Regulation	N/A		Publication of final assessment	
Changes since previous AR:	No changes.			

2.9.2 Appeal/Review Procedure

Description of the review / appeal procedure for the decisions taken pursuant to the Charging Regulation
Decisions are made in accordance with Multilateral Agreement relating to route charges (CRCO, EUROCONTROL) and Financial Regulations applicable to the Route Charges System (April 2008)

2.9.3 Enforcement measures for the collection of air navigation charges

Enforcement measures applied for the collection of air navigation charges	Y
All measures, recommendations and regulations required for membership in CRCO and EUROCONTROL are applied.	

Note: ECAA Agreement signed, but not ratified yet, so the Regulation is not applicable at present, except in elements stated in the table above.