

GUIDANCE DOCUMENT

FOR

THE IMPLEMENTATION OF

THE CONCEPT

OF

THE FLEXIBLE USE OF AIRSPACE

ASM.ET1.ST08.5000-GUI-02-00

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Contact Person(s)	Tel	Unit
Jean Paul LEMAIRE	93381	AFN BD

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GUIDANCE DOCUMENT FOR THE IMPLEMENTATION OF THE FUA CONCEPT


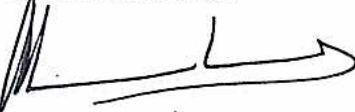
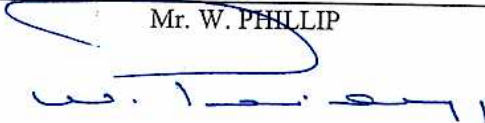
EATM Infocentre
EUROCONTROL Headquarters
96 Rue de la Fusée
B-1130 BRUSSELS

Tel: +32 (0)2 729 51 51
Fax: +32 (0)2 729 99 84
E-mail: eatmp.infocentre@eurocontrol.int

Open on 08:00 - 15:00 UTC from Monday to Thursday, incl.

DOCUMENT APPROVAL

The following table identifies all management authorities who have successively approved the present issue of this document.

AUTHORITY	NAME AND SIGNATURE	DATE
Chairman of the Airspace Management Sub-Group (ASM-SG)	Mr. J. DOS SANTOS 	18/08/03
Chairman of the Airspace & Navigation Team (ANT)	Mr. A. HENDRIKS 	18/08/03
Senior Director EATM	Mr. W. PHILLIP 	18.08.03

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FOREWORD

This EUROCONTROL Guidance Document for the Implementation of the Flexible Use of Airspace Concept, Document ASM.ET1.ST08.5000-GUI-02-00, presents under one cover the agreed guidance material for the implementation by the national authorities of the **Flexible Use of Airspace (FUA) Concept** adopted in June 1994 (EUROCONTROL Document 94.70.08 dated March 1994).

The Guidance Document must be regarded as guidelines to assist States to plan for the implementation of the FUA Concept. This Document should not be considered as the substitute for official national regulations in the ECAC States.

The EATM Airspace & Navigation Team (ANT) will update the Guidance Document. Airspace managers and users must submit proposed amendments to their national representatives for consideration by the ANT.

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ABBREVIATIONS

AA	Approved Agency
ACA	AUP/UUP Composition Application (software)
ACC	Area Control Centre
ADEXP	ATS Data Exchange Presentation
AIC	Aeronautical Information Circular
AIP	Aeronautical Information Publication
AIS	Aeronautical Information Service
AMC	Airspace Management Cell
ANT	Airspace & Navigation Team
AO	Aircraft Operator
AOM	Airspace Organisation and Management
ASM	Airspace Management
ASM HB	Airspace Management Handbook
ASM-SG	Airspace Management Sub Group (Sub Group of ANT)
ATFM	Air Traffic Flow Management
ATM	Air Traffic Management (ASM+ATS+ATFM)
ATS	Air Traffic Services
AUP	Airspace Use Plan
CADF	ECAC Centralised Airspace Data Function
CBA	Cross-Border Area
CDR	Conditional Route
CEAC	NATO Committee for European Airspace Co-ordination
CFMU	EUROCONTROL Central Flow Management Unit
CIP	Convergence and Implementation Plan
CRAM	Conditional Route Availability Message
D	Danger Area
DOC	Document
EAD	European AIS Database
EAPM	ECAC Airspace Planning Manual
EATCHIP	European Air Traffic Control Harmonisation and Integration Programme
EATM	European Air Traffic Management
EATMP	European Air Traffic Management Programme
ECAC	European Civil Aviation Conference
ECIP	European Convergence and Implementation Plan
FMP	Flow Management Position
FUA	Flexible Use of Airspace
GAT	General Air Traffic
ICAO	International Civil Aviation Organisation
LoA	Letter of Agreement
LCIP	Local Convergence and Implementation Plan
NOTAM	Notice to Airmen
OAT	Operational Air Traffic

OI	Operational Improvement
P	Prohibited Area
R	Restricted Area
RCA	Reduced Co-ordination Airspace
REC	Recommendation
TPIAS	Transition Plan for Implementation of Airspace Strategy
TRA	Temporary Reserved Airspace
TSA	Temporary Segregated Area
UUP	Updated Airspace Use Plan

SECTION 1

INTRODUCTION

1.1 INTRODUCTION TO THE GUIDANCE DOCUMENT

1.1.1 Purpose

- 1.1.1.1 The EUROCONTROL Guidance Document for the Implementation of the FUA Concept provides under a single cover the necessary information to plan for the **implementation** of the FUA Concept. The EUROCONTROL Guidance Document contains details of the appropriate actions to be carried out during the Preparation and Implementation Periods, the agreed minimum requirements for the implementation of the Basic and Enhanced FUA and the Progress Reports that will be provided by each States.

1.1.2 Status

- 1.1.2.1 This Document must be regarded as a set of guidelines intended to assist the States to plan for the Implementation of the FUA Concept throughout the ECAC area. In addition, the Document supports the co-ordination and monitoring of a harmonised implementation of the FUA Concept. The Actions to implement the FUA Concept are applicable to a State, depending on the operational and technical aspects of that State's Air Traffic Services (ATS) and ASM System.

1.2 BACKGROUND

1.2.1 ASM Objectives

- 1.2.1.1 The objective of ASM is to achieve the most efficient use of the airspace based on actual needs and, where possible, to avoid permanent airspace segregation.
- 1.2.1.2 Inflexible airspace structures and reservations have resulted in the inefficient use of airspace. The need for improved ASM in Europe was recognised in the late 1980s when the continuing growth of aircraft movements exceeded the capacity of the ATS systems causing serious delays.
- 1.2.1.3 In 1990 ECAC adopted The ECAC En-Route Strategy and the European Air Traffic Control Harmonisation and Integration Programme (EATCHIP) to achieve the objectives of this Strategy. The aim on the En-Route Strategy was to complete the harmonisation of European Air Traffic Control systems between 1995 and 1998, and to then integrate them by the early years of the 21st century.

1.2.2 The FUA Concept

- 1.2.2.1 In addition to the adaptation of the airspace structure to traffic flows and the implementation of area navigation, a major ASM objective of the ECAC Strategy and EATCHIP was the implementation of the FUA Concept.
- 1.2.2.2 The basis for the FUA Concept was that airspace should no longer be designated as either military or civil airspace but should be considered as one continuum and used flexibly on a day-to-day basis. Consequently, any necessary airspace segregation should be only of a temporary nature.

1.2.3 Endorsement of the Concept

- 1.2.3.1 The FUA Concept was developed by the civil and military representatives of the ECAC States together with representatives of Aircraft Operators (AOs). In 1992 the Task Force on Airspace Structure and Management established a first set of principles for the proper functioning of each of 3 ASM Levels - Level 1 - Strategic, Level 2 - Pre-Tactical and Level 3 - Tactical.
- 1.2.3.2 The EATCHIP Project Board endorsed the Three Levels of Airspace Management in July 1992. [EUROCONTROL Doc. 92. 10. 13].
- 1.2.3.3 The ANT further developed the 3 ASM Levels of the FUA Concept during 1993 and 1994. The ANT Report on the Organisational Structures and Procedures Required for the Application of the Concept of the Flexible Use of Airspace, including 18 specific Recommendations, [EUROCONTROL Doc. 94. 70. 08] was published in March 1994.
- 1.2.3.4 The Report was supported by the EATCHIP Project Board in April 1994; supported by the NATO Committee for European Airspace Co-ordination (CEAC) in May 1994; endorsed by the 4th Meeting of the European Ministers of Transport (MATSE/4) in June 1994 and supported by the European Parliament on 27 September 1994.

1.2.4 EATCHIP/EATM

- 1.2.4.1 As successor to the EATCHIP, The European Air Traffic Management (EATM) is now responsible for FUA matters.

SECTION 2

IMPLEMENTATION PROCESS OF THE FUA CONCEPT

2.1 INTRODUCTION

2.1.1 General

2.1.1.1 In order to assist the ECAC State to plan for the implementation of the FUA Concept, the Implementation Process is divided into Preparation and Implementation Periods during which appropriate actions will be carried out. The aim is to summarise and highlight the required actions and to provide the State with a benchmark allowing assessing the progressive implementation of the FUA Concept.

2.1.1.2 All parties likely affected by the implementation of the FUA Concept shall be involved at an early stage to ensure that all the constraints and enablers are taken into consideration and, additionally, to ensure that everyone concerned is made aware of the requirements that will be imposed on them and the consequent implications. The Implementation Process describes therefore all the actions to be carried out by the stakeholders concerned such as the National Authorities and ATM Providers (including both national civil and military actions), the Civil Airspace User and the Military Aviation.

2.1.2 Preparation Period

2.1.2.1 During the Preparation Period, the ECAC State shall establish a National High-Level Airspace Policy Body responsible for the implementation of the FUA Concept, review its ATM environment and, utilising the “Report on the Organisational Structures and Procedures for the Implementation of the Concept”, translate the FUA Concept into a national plan for the agreement of the appropriate national civil and military authorities.

2.1.2.2 The State must also prepare all the functions, the necessary procedures, including the co-ordination and negotiation processes, and the appropriate communication means that will enable the application of the FUA Concept at the three ASM Levels.

2.1.3 Implementation Period

2.1.3.1 During the Implementation Period, the State shall activate all the procedures and functions that are necessary for the operational conduct of FUA operations at the three ASM Levels.

2.1.3.2 The effectiveness of the application of the FUA Concept must be assessed and reviewed, if required, with the aim of fine-tuning and improving the FUA procedures and the ATM environment.

2.2. NATIONAL AUTHORITIES AND ATM PROVIDERS ACTIONS

2.2.1 Preparation Period

During the Preparation Period the State shall:

- 2.2.1.1 adopt and translate the FUA Concept into a National Plan for the agreement of the appropriate national civil and military authorities;
- 2.2.1.2 develop the necessary changes to national legislation and procedures to support the introduction of the FUA Concept, within the context of the “Report on the Organisational Structures and Procedures”, including the development of the legal status of the AMC(s) and the AUP;
- 2.2.1.3 initiate an education programme to inform and prepare civil, military, ATS, ATFM, airline and flight planning personnel for the implementation of the FUA Concept;
- 2.2.1.4 establish a National High-Level Airspace Policy Body responsible for the implementation of the Concept;
- 2.2.1.5 negotiate national/international agreements for the AMC(s) and ASM (LoAs)*;
- 2.2.1.6 agree the AMC(s) authority, negotiating rules, airspace-use priorities, timetables and procedures for civil/military airspace requests;
- 2.2.1.7 plan the location and establishment of the AMC(s);
- 2.2.1.8 develop the manning including the job descriptions for civil and military AMC(s) staff, equipment and communications requirements for the AMC(s);
- 2.2.1.9 request to the Director of CFMU the installation of a CFMU terminal with ACA software;
- 2.2.1.10 develop budget estimates, taking into account the anticipated AMC(s) inauguration date, operational hours, manning, equipment, training on AUP/UUP compilation and other costs;
- 2.2.1.11 assess civil and military airspace requirements; utilising statistics from the CFMU Flight Data Operations Division, historical data, previous season experience, military operational requirements, etc and forecast national airspace demand;
- 2.2.1.12 identify airspace suitable for Flexible Airspace Structures;
- 2.2.1.13 identify, with the civil and military control units concerned, airspace suitable for Reduced Co-ordination Airspace (RCA) procedures;
- 2.2.1.14 plan the CDRs with greatest potential for resolving route-capacity problems;
- 2.2.1.15 plan the required TSAs including, where applicable, the change of TRAs, Danger and Restricted Areas to the TSA concept and the possible sub-division of large TSAs;
- 2.2.1.16 assess the airspace close to national boundaries, identify areas with potential for CBAs and plan the establishment of CBA(s);

Note * *If, due to light military activities, the management at Level 2 of the flexible airspace structures through an AMC is not required, the State shall, at least, set-up a point of contact for international Level 2 co-ordination (i.e. ACC Supervisor).*

- 2.2.1.17 identify and authorise Approved Agencies (AAs) to request airspace allocation or CDR activation from the AMC(s);
- 2.2.1.18 develop co-ordination procedures between AMCs, AAs and Flow Management Positions (FMPs) for the airspace request and allocation process;
- 2.2.1.19 develop and agree the relationship between the AMC(s) and the FMPs;
- 2.2.1.20 develop national procedures for AUP dissemination;
- 2.2.1.21 upgrade ATM systems to the level required for real-time Level 3 co-ordination between civil and military controllers, with or without system-support;
- 2.2.1.22 plan the provision of the minimum required level of real-time airspace availability information to control staff;
- 2.2.1.23 determine sector capacity figures corresponding to differing route scenarios;
- 2.2.1.24 conduct a National Trial to test AMC operations and information flow to controllers, FMPs and AAs;
- 2.2.1.25 initiate an International Trial to test communications between the AMCs, EUROCONTROL Central Airspace Data Function (CADF) and users;
- 2.2.1.26 consider the establishment of the appropriate forum(s) for national civil and military users to comment on the implementation of the FUA Concept;
- 2.2.1.27 publish an Aeronautical Information Circular (AIC) detailing the effects of the implementation of the Concept and AMC(s).

2.2.2 Implementation Period

During the Implementation Period the State shall:

- 2.2.2.1 establish the required Flexible Airspace Structures (CDRs, TSAs and CBAs) and published the information 2 AIRAC cycles in advance;
- 2.2.2.2 activate the AMC(s) to manage the CDRs, TSAs and CBAs;
- 2.2.2.3 implement national and international agreements for AMC(s) procedures, airspace management and the AUP;
- 2.2.2.4 implement co-ordination procedures between AMCs, AAs and FMPs for the airspace request and allocation procedures;
- 2.2.2.5 publish the first operational AUP(s);
- 2.2.2.6 implement sector capacity figures corresponding to differing route scenarios;
- 2.2.2.7 provide real-time airspace availability information to control staff;
- 2.2.2.8 implement the required level of real-time co-ordination between civil and military controllers;

2.3 CIVIL AIRSPACE USER ACTIONS

2.3.1 Preparation Period

During the Preparation Period the Civil Aircraft Operators shall:

- 2.3.1.1 train flight planning/agency staff and aircrew on the effects of the FUA Concept on airspace flexibility and availability;
- 2.3.1.2 harmonise flight-planning so as to benefit from tactical and pre-tactical CDR availability;
- 2.3.1.3 participate in an International Trial to test communications between the CADF and the users;

2.3.2 Implementation Period

During the Implementation Period the Civil Aircraft Operators shall:

- 2.3.2.1 flight plan the CDRs according to the CRAM;
- 2.3.2.2 review the CDR planning and use;
- 2.3.2.3 review the flight-planning procedures.

2.4 MILITARY AVIATION ACTIONS

2.4.1 Preparation Period

During the Preparation Period the Military Aviation shall:

- 2.4.1.1 establish the military structures and procedures for the implementation of the FUA Concept;
- 2.4.1.2 train military personnel on the effects of FUA Concept on airspace flexibility;
- 2.4.1.3 harmonise planning timescales for TSA/CBA allocation and use;
- 2.4.1.4 plan the provision of real-time airspace availability information to military control staff;
- 2.4.1.5 establish required level of real-time Level 3 co-ordination between civil and military controllers, with or without system-support;
- 2.4.1.6 participate in a National Trial to test AMC operations and information flow to controllers, FMPs and AAs ;
- 2.4.1.7 participate in International Trials to test communications between the AMCs, CADF and users;

2.4.2 Implementation Period

During the Implementation Period the Military Aviation shall:

- 2.4.2.1 implement the military structures and procedures for the implementation of the FUA Concept;
- 2.4.2.2 utilise TSAs and CBAs allocated by the AMC;
- 2.4.2.3 provide real-time airspace availability information to military control staff;
- 2.4.2.4 implement the required level of real-time Level 3 co-ordination between civil and military controllers, with or without system-support;

2.5 TRIALS

2.5.1 General

In order to close the Preparation Period, all parties involved in the FUA Concept implementation shall participate in National and International Trials with the aim of confirming that all functions, procedures and communications means are functioning according to the guidelines mentioned in the ECAC ASM Handbook.

2.5.2 National Trial

The objectives of the National Trial are to test:

- the identification and the compilation of the TSA requests by AAs;
- the identification and the compilation of the CDRs requests by FMPs/ACCs;
- the transmission of CDR and TSA requests to AMCs;
- the national priority rules;
- the airspace negotiation procedures;
- the AMC decision process;
- the compilation and the promulgation of the AUP;
- the reception of AUP by AAs and FMPs/ACCs;
- the efficiency of Level 3 civil/military co-ordination, including the automated exchange of flight data, the airspace & route crossing function and the direct controller to controller communications;
- the provision of real-time airspace availability to control staff.

2.5.3 International Trial

The objectives of the International Trial are to test:

- the communications and co-ordination procedures between AMCs;
- the coherency between Cross-Border CDRs;
- the coherency of CBA allocation;
- the transmission of the AMC decision/AUP to the CADF;
- the reception of the CRAM by FMPs/ACCs, AMC and AOs;
- the ability of operators to flight plan for activated CDRs;
- the efficiency of Level 3 civil-military co-ordination procedures with neighbouring States when activating CBAs;
- the provision of real-time airspace availability related to CBAs, to control staff of neighbouring States.

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SECTION 3**COMPLETION OF IMPLEMENTATION****3.1 GENERAL**

- 3.1.1 A list of minimum requirements has been established and can be used by the State as a checklist with the aim of assessing and confirming the completion of the FUA Concept implementation within the State's sovereign airspace. These minimum requirements are the main criteria and associated actions defining the Basic FUA (see para 3.2), that shall be implemented before starting formally pre-tactical and tactical operations. References to the pages and paragraphs of the related ASM documents are provided allowing the State to easily and quickly find the detailed technical and operational requirements needed to implement and assess the criteria and associated actions.
- 3.1.2 The Direction for Change [DfC B] of the "EUROCONTROL Airspace Strategy for the ECAC States" encompasses Operational Improvements (OIs) aiming at enhancing the Airspace Management and the Civil/Military Co-ordination. In order to comply with the "Airspace Strategy" and therefore, to enhance the FUA Concept, improvement of the basic minimum requirements and additional criteria associated with References to the related ASM documents are also described (see para 3.3).
- 3.1.3 The References are :
- ASM HB : "Airspace Management Handbook for the Application of the Concept of the Flexible Use of Airspace" (ASM.ET1.ST08.5000-HBK-01-00).
 - REC x : Recommendation published in the "Report on Organisational Structures and Procedures Required for the Application of the Concept of the Flexible Use of Airspace" (Doc 94.70.08)
 - AOM xxx : Objective of the "European Convergence and Implementation Plan Years 2003 to 2007" (EATM Infocentre reference 020426-03).
 - OI-xB : Operational Improvement of the Direction for Change B derived from the EUROCONTROL Airspace Strategy.
 - TPIAS : "Transition Plan for the Implementation of the EUROCONTROL Airspace Strategy for the ECAC States" (ASM.ET1.ST03.4000-TPIAS-01-00).
 - OI-1B CR : "Closing Report of the TPIAS Operational Improvement 1B" related to the enhancement of the civil/military co-ordination (AMN/ANT/ASMSG/75/AL dated 15/05/02).

3.2 THE MINIMUM REQUIREMENTS FOR THE BASIC FUA IMPLEMENTATION

- 3.2.1 The table hereafter describes the criteria and associated actions, consisting of the essential organisational structures and procedures, that shall be completed by the State in order to comply with the Basic FUA implementation. The sixth criteria allows the States having no requirements for pre-tactical ASM Level 2 activities as such, to define, at least, a point of contact for international Level 2 co-ordination, instead of setting up an AMC. Should this option be endorsed, the seventh, ninth, tenth and eleventh criteria shall, therefore, not be completed by the State.

N°	BASIC FUA CRITERIA	REFERENCES
1	Adoption of the FUA concept by the State. <i>Translation of the FUA Concept into a national plan for the agreement of the appropriate national civil and military authorities.</i>	REC 1 page 8.
2	Information process. <i>Start, as soon as possible, a national information process on the FUA Concept in order to familiarise all parties concerned sufficiently in advance before its implementation, including the publication of an Aeronautical Information Circular (AIC).</i>	REC 2 page 8.
3	Establishment of a National High Level Body at Level 1. <i>Joint Civil/Military Body responsible for the implementation of the Concept and the definition of the Strategic ASM Policy at Level 1.</i>	ASM HB para 3.2 & 3.5.
4	Assessment of the current airspace and route structures and introduction of flexible airspace structures. <i>Establish in the Upper airspace and, where applicable, in the Terminal Airspace, CDRs per categories, TSAs, CBAs and R or D Manageable Areas in compliance with agreed harmonisation/coherence of ATS route network through EATM ANT – ATS RNDSG process.</i>	ASM HB para 3.3; 3.4; 3.7; 3.8 & 6.3.
5	Promulgation of FUA structures <i>Publication of the FUA structures in the national AIP and in the CFMU ENV database.</i>	ASM HB para 7.1 & 4.6.3.
6	Implementation of the AMC or focal point <i>Set up a formal civil/military Airspace Management Cell (AMC) to manage at Level 2 flexible airspace structures when they exist, or if not, a point of contact for international Level 2 co-ordination.</i>	ASM HB para 4.5
7	Introduction of the ACA software in the AMC. <i>Formally request to the Director of CFMU the installation of a CFMU terminal with ACA software followed by the training of the AMC staff on AUP/UUP compilation.</i>	ASM HB para 4.5.
8	Identification of the AAs. <i>Identification of the units, called Approved Agencies (AAs), authorised by the national authority to submit airspace request to AMC and to negotiate for and use airspace allocated by AMC.</i>	ASM HB para 4.2.

N°	BASIC FUA CRITERIA	REFERENCES
9	Education of FMPs/ACCs on FUA Level 2 functions. <i>Education of FMPs/ACCs on CDRs 2 request to AMC based on the expected traffic forecast.</i>	ASM HB para 4.3.
10	Establishment of liaison between all parties concerned at Level 2. <i>Ensure that appropriate communication means are in place between AMC and the CADF, AAs, ACCs/FMPs and adjacent AMCs allowing the promulgation of specific ASM messages (AUP/UUP; CRAM).</i>	ASM HB para 7.2.
11	Establishment of ASM Level 2 procedures. <i>Ensure that co-ordination procedures and negotiation process according to FUA timetable are in place between AMC and the CADF, AAs, ACCs/FMPs and adjacent AMCs.</i>	ASM HB para 4.7
12	Implementation of real-time civil/military co-ordination procedures at Level 3. <i>Implement real-time civil/military controller to controller co-ordination procedures agreed by the civil and military authorities and published in Letters of Agreement (LoAs).</i>	ASM HB para 5.2.
13	Upgrading of ATM system at Level 3. <i>Upgrade ATM tools and communication facilities between civil and military ATS providers in order to allow :</i> <ul style="list-style-type: none"> - <i>direct controller to controller communications with the use of <u>direct telephone line</u>;</i> - <i>the automated exchange of flight data from <u>the civil to the military controller</u>, including the position and intention of the GAT;</i> - <i>the provision of national and/or international (CBA) airspace-use data to the control staff concerned with the use of <u>the phone and the fax</u>;</i> - <i>the use of airspace crossing function based on <u>direct communication facilities (telephone)</u></i> 	ASM HB para 5.4.

3.3 ENHANCED FUA IMPLEMENTATION

3.3.1 The table hereafter describes the improvement of the previous criteria and associated actions and provide additional non mandatory requirements that could be completed by the State in order to comply with the Operational Improvements (DfC B) of the Airspace Strategy aiming at enhancing the FUA Concept.

N°	ENHANCED FUA CRITERIA	REFERENCES	DATE
1	<p>Enhancement of ATM system at Level 3.(Improvement of the Basic FUA criteria 13) <i>Enhance ATM tools and communication facilities between civil and military ATS providers in order to allow :</i></p> <ul style="list-style-type: none"> - <i>direct controller to controller communications based on <u>system supported dialogues</u>;</i> - <i>the automated exchange of <u>flight data from the military to the civil controller</u>, including the position and intention of the OAT;</i> - <i>the provision of national and/or international (CBA) airspace-use data to the control staff concerned with the use of a <u>harmonised system supported tool</u>;</i> - <i>the use of airspace crossing function based on <u>system supported dialogues</u>.</i> 	<ul style="list-style-type: none"> - OI-1B (TPIAS page 33). - OI-1B CR. - AOM 06. 	By 12/2001
2	<p>National Collaborative/Integrated Airspace Planning. <i>Publish a National Airspace Charter defining the authorities, responsibilities and principles by which the National High-Level Airspace Policy Body conducts the planning of airspace.</i></p> <p><i>Apply common procedures and guidelines.</i></p> <p><i>Revise existing Agreements between national civil and military authorities to update accordingly airspace policy and planning rules.</i></p>	<ul style="list-style-type: none"> - OI-2B (TPIAS page 35). - EAPM Section 3 - ASM-HB para 3.2. - AOM 07. 	By 12/2003
3	<p>Collaborative Airspace Planning with Neighbouring States. <i>Harmonise the ASM for the establishment, allocation and use of airspace structures (CBAs and CDRs) providing a continuum and transparency at boundaries.</i></p> <p><i>Delegate the State's responsibility in airspace management functions at Level 2 to "Sub-Regional AMC".</i></p>	<ul style="list-style-type: none"> - OI-5B1 (TPIAS page 51). - ASM-HB para 3.3. - AOM 16 	From 02/2004
4	<p>Extend the FUA in the Lower Controlled Airspace (including Terminal Airspace) and, where applicable, in the Lower Uncontrolled Airspace. <i>Conduct a safety case and risk assessment.</i></p> <p><i>Translate the decision into a national action plan (i.e. the National Airspace Charter) for implementation.</i></p> <p><i>Revise existing Agreements between national civil and military authorities to update accordingly airspace policy and planning rules, as well as international agreements for cross-border operations in the Lower Airspace.</i></p> <p><i>If required, re-organise and re-classify the Lower Airspace to enable application of FUA principles.</i></p>	<ul style="list-style-type: none"> - OI-3B (TPIAS page 39). - EAPM Section 3 - AOM 11. 	From 02/2003

GUIDANCE DOCUMENT FOR THE IMPLEMENTATION OF THE FUA CONCEPT

N°	ENHANCED FUA CRITERIA	REFERENCES	DATE
5	<p>Extend FUA with Dynamic Airspace Management. <i>Establish at Level 1 a Process allowing the delineation of ad-hoc airspace structures at Level 2 & 3.</i></p> <p><i>Implement the enhanced AMC process at Level 2.</i></p> <p><i>Implement the Collaborative Decision-Making process at Level 3.</i></p> <p><i>Revise existing Agreements between national civil and military authorities.</i></p> <p><i>Enhance the ATM tools at Level 2 & 3 to the required level (EAD, CFMU system, Data Link).</i></p>	<p>- OI-4B1 (TPIAS page 43). - AOM 12.</p>	<p>From 02/2004</p>
6	<p>Harmonise OAT/GAT handling. <i>Revise the national legislation, if required.</i></p> <p><i>Implement the common principles for the safe handling of civil and military traffic in a mixed environment.</i></p>	<p>- OI-4B2 (TPIAS page 47). - AOM 13.</p>	<p>By 12/2006</p>
7	<p>Collaborative European Airspace Planning. <i>Delegate the State's responsibility in airspace management functions at Level 1 to a "Sub-Regional Airspace Policy Body".</i></p>	<p>- OI-5B2 (TPIAS page 55). - ASM-HB para 3.3.3.</p>	<p>From 02/2005</p>
8	<p>Integrated European Airspace Planning. <i>Delegate the State's responsibility in airspace management functions at Level 1 to an "European Integrated Airspace Policy Body".</i></p>	<p>- OI-6B (TPIAS page 59).</p>	<p>From 02/2012</p>
9	<p>Allow autonomous operations in the Free Flight Airspace. <i>Establish Free Flight Airspace.</i></p> <p><i>Review and update existing Agreements between national civil and military authorities.</i></p> <p><i>Enhance the ATM tools at Level 3 to the required level</i></p>	<p>- OI-7B (TPIAS page 63).</p>	<p>TBD</p>

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SECTION 4

PROGRESS REPORTING

4.1 GENERAL

- 4.1.1 The annual Convergence and Implementation Plan (CIP) Status Report provides a general overview of progress in implementation of the EATM Objectives aiming at improving ATM Performance in the ECAC States. The States have agreed that more details than the overall view given in the CIP Status Report are required regarding the implementation of the FUA Concept.

4.2 REGULAR PROGRESS REPORTING

- 4.2.1 The States have agreed to regularly report the progress of the Implementation of the FUA Concept within the ECAC area. The States reports to the ANT, on a yearly basis, the current situation and their national plans for the introduction and/or application of the FUA Concept.
- 4.2.2 However, those States having fully completed actions required for the implementation of the Basic FUA are no longer required to report on a regular yearly basis, unless they wish to inform ANT on particular points or difficulties encountered in FUA application which need to be considered by the ASM-SG.
- 4.2.3 Similarly, the Implementation of the Enhanced FUA will also impose the States to report on a yearly basis their progress in the completion of the associated criteria.

4.3 FUA CONCEPT IMPLEMENTATION PROGRESS REPORT FORM

- 4.3.1 The Progress Report Form presented at [Annex 1](#) is the basis for the assessment of the responses received by the ANT and in some extent the subsequent updating of the LCIP document.
- 4.3.2 For the ECAC State which has not yet implemented the FUA Concept, this Progress Report Form contains in the first box the criteria and associated actions, consisting of the essential organisational structures and procedures, that shall be completed by the State in order to comply with the Basic FUA implementation.
- 4.3.3 For each action, the State must define the Local Target Date and the corresponding Completion Status in terms of “Achieved”, “In Progress” or “Not Applicable”.
- 4.3.4 The second box of the Progress Report Form will be initially optional and filled in only by those ECAC States having fully implemented the Basic FUA, but which want to inform ANT on the completion of the criteria and associated actions related to the implementation of the Enhanced FUA.

4.4 SYNTHESIS

- 4.4.1 All contributions received are incorporated into a synthesis for ASM-SG presentation to the ANT.
- 4.4.2 In order to provide a general overview of the FUA implementation within the ECAC area, this regular synthesis is incorporated into the present Guidance Document in table-form and map as presented at [Annexes 2 & 3](#).

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Report on Route Network Development and Associated Sectorisation Improvements in the ECAC Area.
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Transition Plan for the Implementation of the EUROCONTROL Airspace Strategy for the ECAC States
(EUROCONTROL Document ASM.ET1.ST03.4000-TPIAS-01-01 – 19 April 2002)

ECAC Airspace Planning Manual
(EUROCONTROL Document ASM.ET1.ST03.4000.EAPM.01.02 – 15 May 2002)

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GUIDANCE DOCUMENT FOR THE IMPLEMENTATION OF THE FUA CONCEPT

ANNEX 1 FLEXIBLE USE OF AIRSPACE CONCEPT IMPLEMENTATION PROGRESS REPORT

Report Number:

Date:

State	
Manager Responsible	
Telephone	
Fax	
e-mail	

N°	BASIC FUA CRITERIA	Local Target Date	Completion Status (*)
1	Adoption of the FUA concept by the State.		
2	Information process, including the publication of an Aeronautical Information Circular (AIC).		
3	Establishment of a National High Level Airspace Policy Body at Level 1.		
4	Assessment of the current airspace and route structures and introduction of flexible airspace structures.		
5	Promulgation of FUA structures in the AIP		
6	Implementation of the AMC or, at least, a focal point for international Level 2 co-ordination (**).		
7	Introduction of the ACA software in the AMC.		
8	Identification of the AAs.		
9	Education of FMPs/ACCs on FUA Level 2 functions.		
10	Establishment of liaison between all parties concerned at Level 2.		
11	Establishment of ASM Level 2 procedures.		
12	Implementation of real-time civil/military co-ordination procedures at Level 3 published in LoAs.		
13	Upgrading of ATM system at Level 3 allowing : - direct controller to controller communications with the use of direct telephone line; - the automated exchange of flight data from the civil to the military controller, including the position and intention of the GAT; - the provision of national and/or international (CBA) airspace-use data to the control staff concerned with the use of the phone and the fax; - the use of airspace crossing function based on direct communication facilities (telephone)		

(*) (Achieved, In Progress or Not Applicable).

(**) (Should this option be endorsed, the State shall not comply with the criteria 7, 9, 10 and 11).

GUIDANCE DOCUMENT FOR THE IMPLEMENTATION OF THE FUA CONCEPT

N°	ENHANCED FUA CRITERIA	ECIP Objective	Local Target Date	Completion Status (*)
1	Enhancement of ATM system at Level 3 allowing : <ul style="list-style-type: none"> - direct controller to controller communications based on system supported dialogues; - the automated exchange of flight data from the military to the civil controller, including the position and intention of the OAT; - the provision of national and/or international (CBA) airspace-use data to the control staff concerned with the use of a harmonised system supported tool; - the use of airspace crossing function based on system supported dialogues. 	AOM 06 By 12/2001		
2	National Collaborative/Integrated Airspace Planning. <ul style="list-style-type: none"> - Publish a National Airspace Charter defining the authorities, responsibilities and principles by which the National High-Level Airspace Policy Body conducts the planning of airspace. - Apply common procedures and guidelines. - Revise existing Agreements between national civil and military authorities to update accordingly airspace policy and planning rules. 	AOM 07 By 12/2003		
3	Collaborative Airspace Planning with Neighbouring States. <ul style="list-style-type: none"> - Harmonise the ASM for the establishment, allocation and use of airspace structures (CBAs and CDRs) providing a continuum and transparency at boundaries. - Delegate the State's responsibility in airspace management functions at Level 2 to "Sub-Regional AMC". 	AOM 16 From 02/2004		
4	Extend the FUA in the Lower Controlled Airspace (including Terminal Airspace) and , where applicable, in the Lower Uncontrolled Airspace. <ul style="list-style-type: none"> - Conduct a safety case and risk assessment. - Translate the decision into a national action plan (i.e. the National Airspace Charter) for implementation. - Revise existing Agreements between national civil and military authorities to update accordingly airspace policy and planning rules, as well as international agreements for cross-border operations in the Lower Airspace. - If required, re-organise and re-classify the Lower Airspace to enable application of FUA principles. 	AOM 11 From 02/2003		
5	Extend FUA with Dynamic Airspace Management. <ul style="list-style-type: none"> - Establish a Process at Level 1 allowing the delineation of ad-hoc airspace structures at Level 2 & 3. - Implement the enhanced AMC process at Level 2. - Implement the Collaborative Decision-Making process at Level 3. - Revise existing Agreements between national civil and military authorities. - Enhance the ATM tools at Level 2 & 3 to the required level (EAD, CFMU system, Data Link). 	AOM 12 From 02/2004		
6	Harmonise OAT/GAT handling. <ul style="list-style-type: none"> - Revise the national legislation, if required. - Implement the common principles for the safe handling of civil and military traffic in a mixed environment. 	AOM 13 By 12/2006		
7	Collaborative European Airspace Planning. Delegate the State's responsibility in airspace management functions at Level 1 to a "Sub-Regional Airspace Policy Body".	From 02/2005		
8	Integrated European Airspace Planning. Delegate the State's responsibility in airspace management functions at Level 1 to an "European Integrated Airspace Policy Body".	From 02/2012		
9	Allow autonomous operations in the Free Flight Airspace. <ul style="list-style-type: none"> - Establish Free Flight Airspace. - Review and update existing Agreements between national civil and military authorities. - Enhance the ATM tools at Level 3 to the required level 	TBD		

(*) (Achieved, In Progress or Not Applicable).

GUIDANCE DOCUMENT FOR THE IMPLEMENTATION OF THE FUA CONCEPT

PROGRESS REPORT ON BASIC FUA IMPLEMENTATION BY THE ECAC STATES ON 25 Oct 2005 (Map 1 refers) (Initial target date: **02/04/1998**)

ANNEX 2

ECAC STATES	BASIC FUA IMPLEMENTATION				CRITERIA FOR BASIC FUA IMPLEMENTATION																				
	Apply. Basic FUA	In progr.	Not yet agreed	FUA N/A	(1) Nat. plan	(2) Info	(3) Level 1	(4) FUA struct	(5) AIP	(6) AMC	(6) Foc. Point	(7) ACA	(8) AAs	(9) FMPs educat.	(10) Level 2 com.	(11) Level 2 Proc.	(12) Levl 3 LoA	(13) Dir. Co-ord.	(13) Autom fl. data exch.	(13) Prov of airsp use data	(13) Xssing funct.				
Total: 42 (41)	33(30)	2	4	3	36	30	30	30	30	19	11	19	19	19	19	19	22	21	19	18	18				
Belgium – Luxembourg	✓✓				Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	MOVED INTO PHASE 2 ON 25 JUN 2002												
Bulgaria	✓				Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	MOVED INTO PHASE 2 IN 2005												
Czech Republic	✓				Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	MOVED INTO PHASE 2 ON 2 APR 1998												
Denmark	✓				Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	MOVED INTO PHASE 2 ON 2 APR 1998												
Finland	✓				Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	MOVED INTO PHASE 2 ON 15 JUN 1998												
France	✓				Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	MOVED INTO PHASE 2 IN 2005												
Germany	✓				Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	MOVED INTO PHASE 2 ON 2 APR 1998												
Hungary	✓				Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	MOVED INTO PHASE 2 ON 2 APR 1998												
Italy	✓				Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	MOVED INTO PHASE 2 ON 2 APR 1998												
Netherlands	✓				Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	MOVED INTO PHASE 2 ON 2 APR 1998												
Norway	✓				Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	MOVED INTO PHASE 2 ON 23 JAN 2003												
Poland	✓				Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	MOVED INTO PHASE 2 ON 1 JAN 2001												
Portugal	✓				Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	MOVED INTO PHASE 2 ON 2 APR 1998												
Slovakia	✓				Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	MOVED INTO PHASE 2 ON 2 APR 1998												
Spain	✓				Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	MOVED INTO PHASE 2 ON 2 APR 1998												
Sweden	✓				Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	MOVED INTO PHASE 2 ON 2 APR 1998												
Switzerland	✓				Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	MOVED INTO PHASE 2 ON 2 APR 1998												
UK	✓				Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	MOVED INTO PHASE 2 ON 2 APR 1998												
Austria	✓				Yes	Yes	Yes	Yes	Yes	No	Yes	STATES HAVING NO REQUIREMENTS FOR PRE-TACTICAL ASM LEVEL 2 ACTIVITIES AS SUCH					Yes								
Croatia	✓				Yes	Yes	Yes	Yes	Yes	No	Yes						No								
FYROM	✓				Yes	Yes	Yes	Yes	Yes	No	Yes										No need				
Ireland	✓				Yes	Yes	Yes	Yes	Yes	No	Yes										No need				
Lithuania	✓				Yes	Yes	Yes	Yes	Yes	No	Yes										No need				
Malta	✓				Yes	Yes	Yes	Yes	Yes	No	Yes										No need				
Moldova	✓				Yes	Yes	Yes	Yes	Yes	No	Yes														
Romania	✓				Yes	Yes	Yes	Yes	Yes	No	Yes						Yes		No						
Slovenia	✓				Yes	Yes	Yes	Yes	Yes	No	Yes						Yes		No						

GUIDANCE DOCUMENT FOR THE IMPLEMENTATION OF THE FUA CONCEPT

ECAC STATES	BASIC FUA IMPLEMENTATION				CRITERIA FOR BASIC FUA IMPLEMENTATION																	
	Apply. Basic FUA	In progr.	Not yet agreed	FUA N/A	(1) Nat. plan	(2) Info	(3) Level 1	(4) FUA struct	(5) AIP	(6) AMC	(6) Foc. Poin t	(7) ACA	(8) AAs	(9) FMPs educ at.	(10) Level 2 com.	(11) Level 2 Proc.	(12) Levl 3 LoA	(13) Dir. Co-ord.	(13) Autom fl. data exch.	(13) Prov of airsp use data	(13) Xssing funct.	
Armenia	✓				Yes	Yes	Yes	Yes	Yes	No	Yes	No requirement				No						
Georgia	✓				Yes	Yes	Yes	Yes	Yes	No	Yes	No requirement				No						
Bosnia & Herzegovina	✓				Partial application - full application not possible currently Normalisation process not yet finalised –																	
Turkey	✓				Yes	Link to new system planned now between 2007 and 2010																
Ukraine	✓				Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	12/2006								
Greece		✓			Yes	Delay to 2005																
Serbia & Montenegro		✓			National equivalent has been implemented. However, a considerable work will be done to identify the differences between the national concept and FUA, and to reach a full scale of FUA concept																	
Albania			✓		Yes	Delay – no new date specified																
Azerbaijan			✓		– No date for application – National concept used																	
Cyprus			✓		Yes	Under review																
Latvia			✓		Yes	Under review / Planned																
Estonia				✓	N/A																	
Iceland				✓	Recommendations for Phase 1 introduction																	
Monaco				✓	N/A																	
Total: 42 (41)	33(30	2	4	3	36	30	30	30	30	19	11	19	19	19	19	19	22	21	19	18	18	

GUIDANCE DOCUMENT FOR THE IMPLEMENTATION OF THE FUA CONCEPT

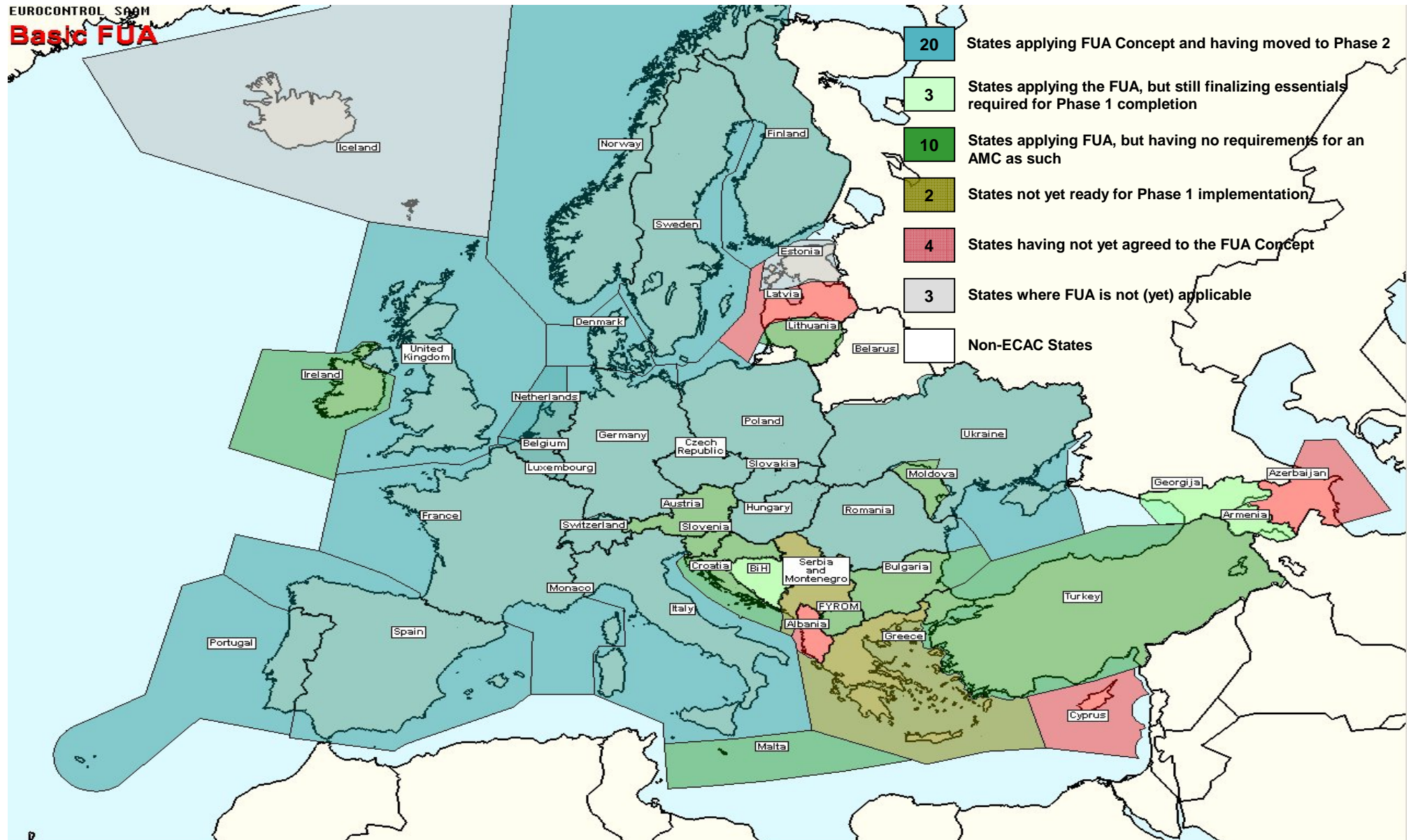
PROGRESS REPORT ON ENHANCED FUA IMPLEMENTATION BY THE ECAC STATES ON 25 Oct 2005 (Map 2, 3, 4, 5 & 6 refer) Status of Operational Improvements: OI-1B (closed), OI-2B (closed), OI-3B (closed), OI-4B1 (interim) and OI-5B1 (interim)

ECAC States	BASIC FUA Impl. (Map 1)	ENHANCED FUA IMPLEMENTATION (OI-1B)					APPLICATION OF CRITERIA FOR ENHANCED FUA IMPLEMENTATION								
		FULLY IMPL.	IN PROG	NO AMC	BASIC FUA NOT YET APPLIED	FUA NOT APPLICABLE	(1) OI-1B (Map 2)	(2) OI-2B (Map 3)	(3) OI-3B (Map 4)	(4) OI-4B1 (Map 5)	(5) OI-4B2	(6) OI-5B1 (Map 6)	(7) OI-5B2	(8) OI-6B	(9) OI-7B
Total: 42 (41)	33 (30)	27 (28)	6	8	8	3	24 (21)	29 (22)	23 (23)	11		8			
Albania	NO				✓		NO	NO	NO	NO		NO			
Armenia	YES		✓		✓		In prog	YES	NO	NO		NO			
Austria	YES	✓		✓			YES	YES	Planned	YES		NO			
Azerbaijan	NO				✓		NO	NO	NO	NO		NO			
Belgium – Luxembourg	YES	✓✓					YES	YES	YES	YES		YES			
Bosnia & Herzegovina	YES				✓		NO	Planned	YES	2007		NO			
Bulgaria	YES	✓					YES	YES	YES	NO		NO			
Croatia	YES			✓			NO	NO	NO	NO		NO			
Cyprus	NO				✓		NO	NO	NO	NO		NO			
Czech Rep.	YES		✓				Planned	YES	YES	YES		Planned			
Denmark	YES	✓					YES	YES	YES	YES		YES			
Estonia	N/A					✓	N/A	Planned	NO	NO		NO			
Finland	YES	✓					YES	YES	YES	YES		NO			
France	YES	✓					YES	YES	YES	YES		YES			
FYROM	YES	✓		✓			YES	YES	YES	NO		NO			
Georgia	YES		✓				In prog	YES	NO	NO		NO			
Germany	YES	✓					YES	YES	YES	YES		YES			
Greece	Planned for 2006		✓		✓		2006	NO	NO	NO		NO			
Hungary	YES	✓					YES	YES	YES	2010		NO			
Iceland	N/A					✓	N/A	N/A	N/A	NO		NO			
Ireland	YES	✓		✓			YES	YES	NO	NO		NO			
Italy	YES	✓					YES	YES	YES	NO		NO			

GUIDANCE DOCUMENT FOR THE IMPLEMENTATION OF THE FUA CONCEPT

ECAC States	BASIC FUA Impl. (Map 1)	ENHANCED FUA IMPLEMENTATION (OI-1B)					CRITERIA FOR ENHANCED FUA IMPLEMENTATION								
		FULLY IMPL.	IN PROG	NO AMC	BASIC FUA NOT YET APPLIED	FUA NOT APPLICABLE	(1) OI-1B (Map 2)	(2) OI-2B (Map 3)	(3) OI-3B (Map 4)	(4) OI-4B1 (Map 5)	(5) OI-4B2	(6) OI-5B1 (Map 6)	(7) OI-5B2	(8) OI-6B	(9) OI-7B
Latvia	NO				✓		NO	YES	NO	NO		NO			
Lithuania	YES	✓		✓			YES	YES	YES	NO		NO			
Malta	YES			✓		✓	Limited	Limited	Limited	NO		NO			
Moldova	YES						NO	YES	NO	NO		NO			
Monaco	N/A					✓	N/A	N/A	N/A	N/A		N/A			
Netherlands	YES	✓					YES	YES	YES	NO		YES			
Norway	YES	✓					YES	YES	YES	NO		NO			
Poland	YES	✓					YES	YES	YES	NO		Planned			
Portugal	YES	✓					YES	YES	YES	NO		NO			
Romania	YES	✓					YES	YES	YES	NO		Planned			
Serbia & Montenegro	Planned for 2006						NO	NO	NO	NO		NO			
Slovakia	YES						NO	In progr.	YES	YES		NO			
Slovenia	YES	✓		✓			YES	YES	YES	NO		NO			
Spain	YES	✓					YES	NO	NO	NO		NO			
Sweden	YES	✓					YES	YES	YES	NO		Planned			
Switzerland	YES	✓					YES	YES	YES	YES		YES			
Turkey	YES	✓		✓			YES	YES	NO	NO		NO			
Ukraine	YES		✓				Planned	YES	2006	2007		NO			
UK	YES	✓					YES	YES	YES	YES		YES			
Total: 42 (41)	33 (30)	27 (28)	6	8	8	3	23 (21)	29 (22)	23 (23)	11		8			

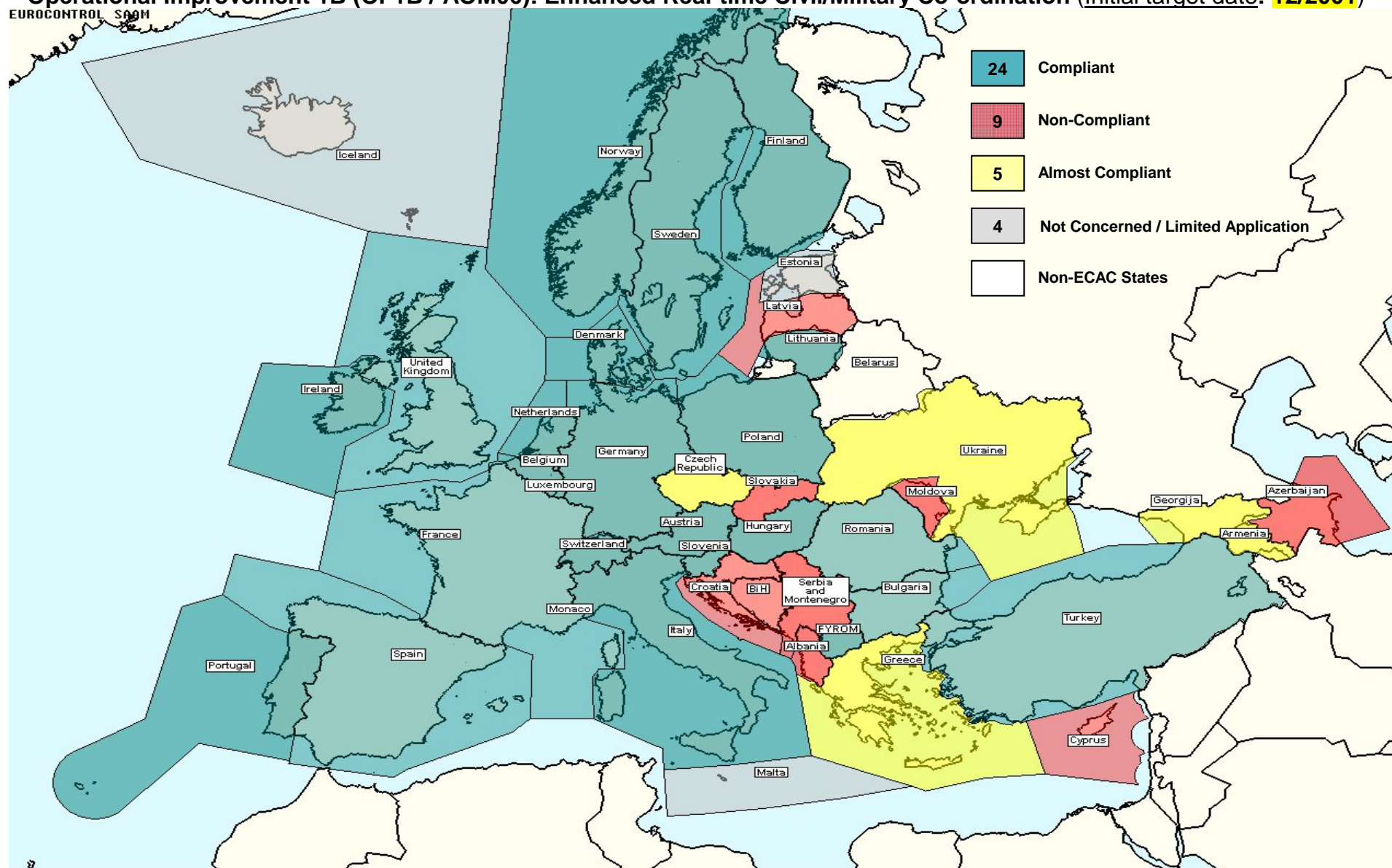
Map 1 - ASSESSMENT OF BASIC FUA IMPLEMENTATION BY THE ECAC STATES (2006) (Initial target date: **02/04/1998**)



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Map 2 - ASSESSMENT OF ENHANCED FUA IMPLEMENTATION BY THE ECAC STATES (2006)

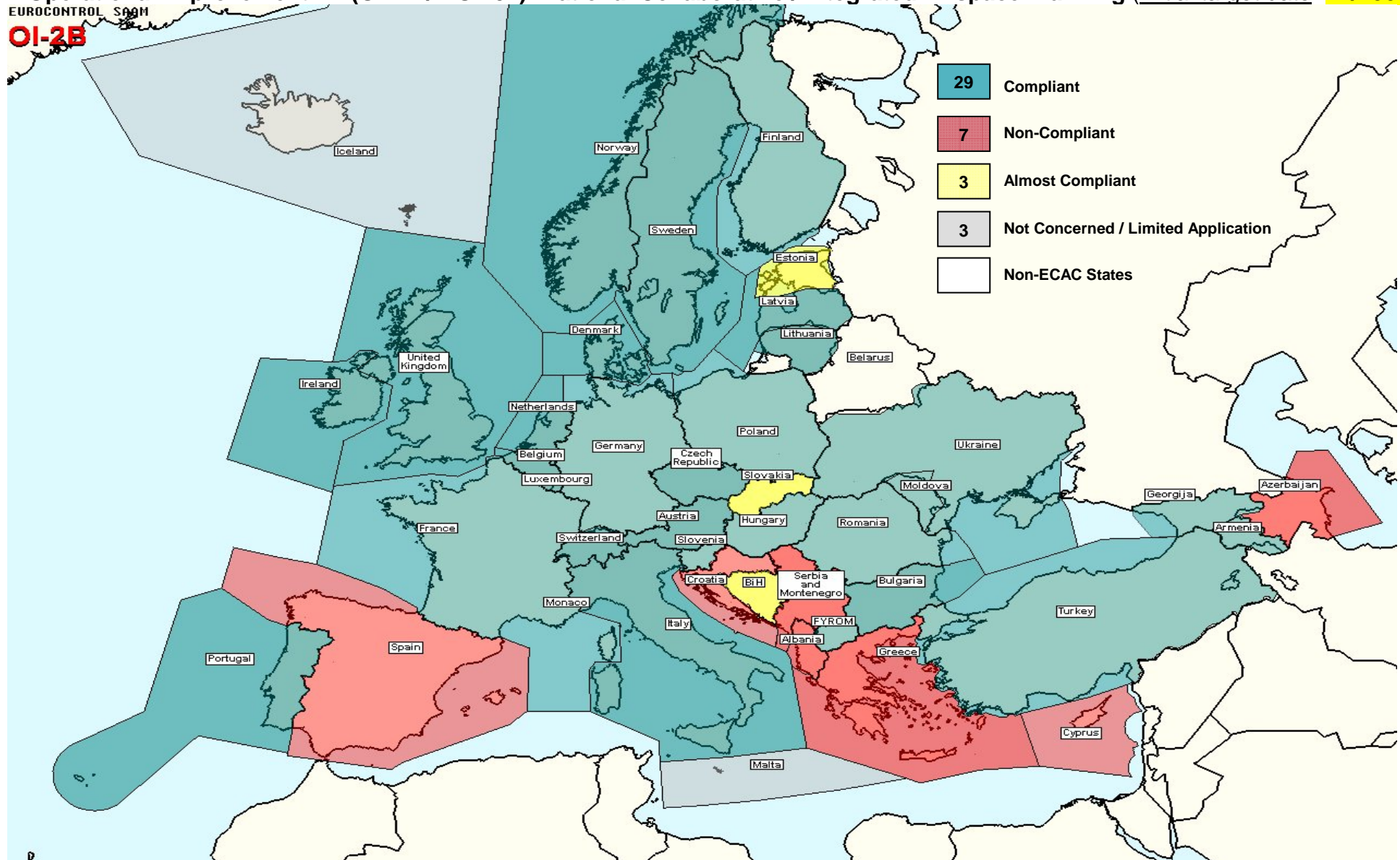
Operational Improvement 1B (OI-1B / AOM06): Enhanced Real-time Civil/Military Co-ordination (Initial target date: **12/2001**)



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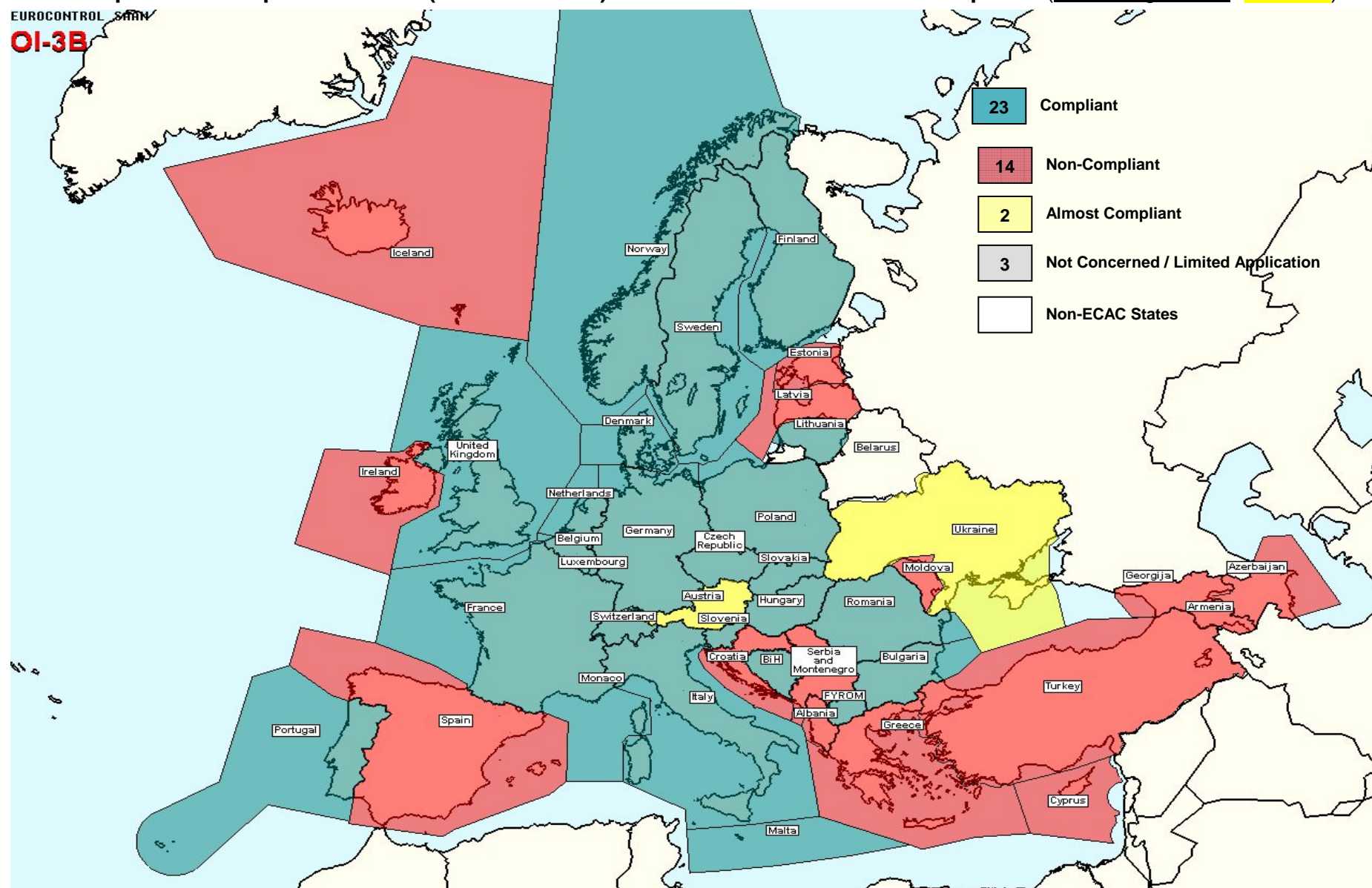
Map 3 - ASSESSMENT OF ENHANCED FUA IMPLEMENTATION BY THE ECAC STATES (2006)

Operational Improvement 2B (OI-2B / AOM07): National Collaborative / Integrated Airspace Planning (Initial target date: 12/2003)



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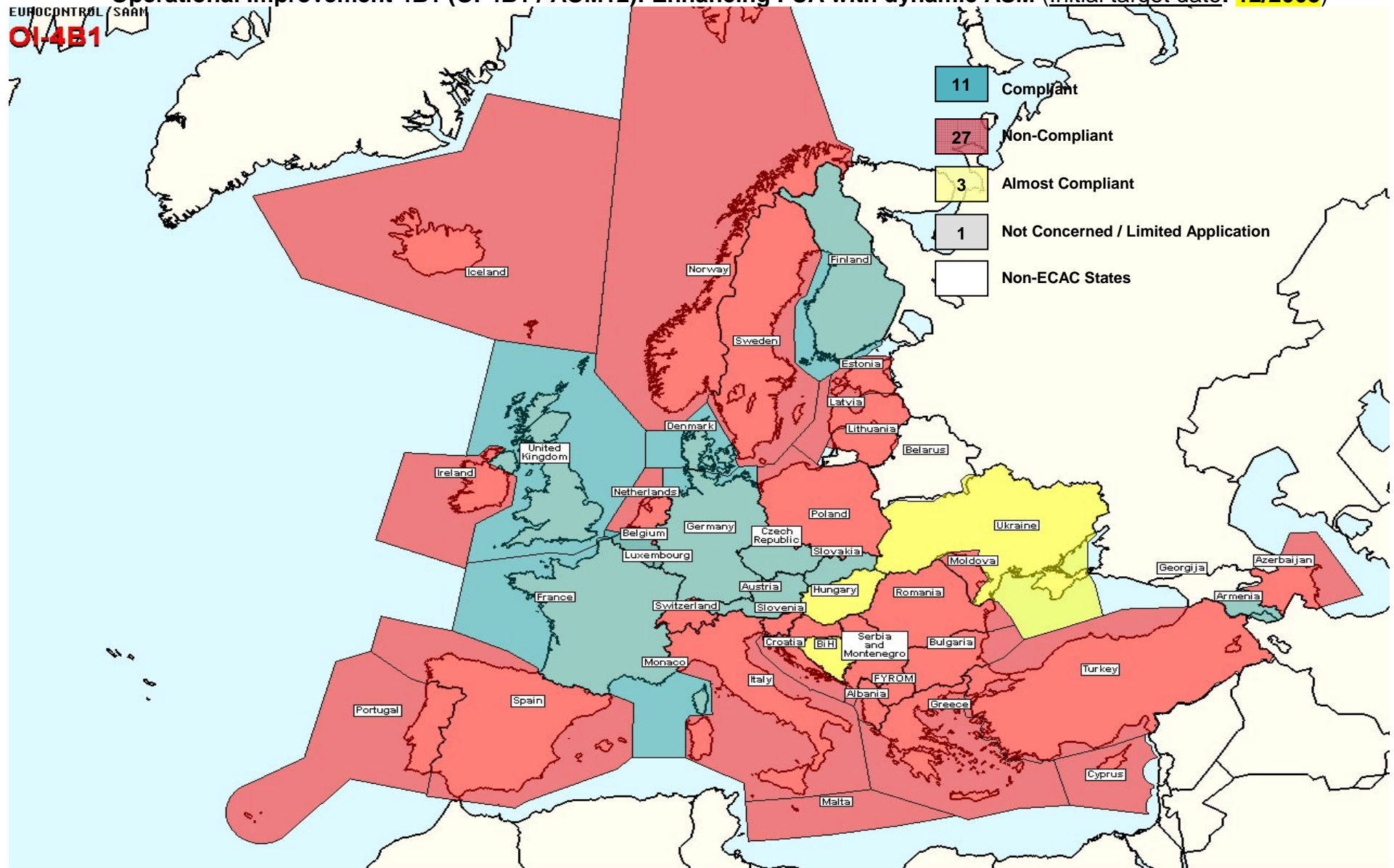
Map 4 - ASSESSMENT OF ENHANCED FUA IMPLEMENTATION BY THE ECAC STATES (2006)
 Operational Improvement 3B (OI-3B / AOM11) Extension of FUA to Lower Airspace: (Initial target date: **12/2005**)



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Map 5 - ASSESSMENT OF ENHANCED FUA IMPLEMENTATION BY THE ECAC STATES (2006)

Operational Improvement 4B1 (OI-4B1 / AOM12): Enhancing FUA with dynamic ASM (Initial target date: **12/2003**)



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Map 6 - ASSESSMENT OF ENHANCED FUA IMPLEMENTATION BY THE ECAC STATES (2006)

Operational Improvement 5B1 (OI-5B1 / AOM16): Collaborative ASM with neighbours (Initial target date: **12/2003**)

