

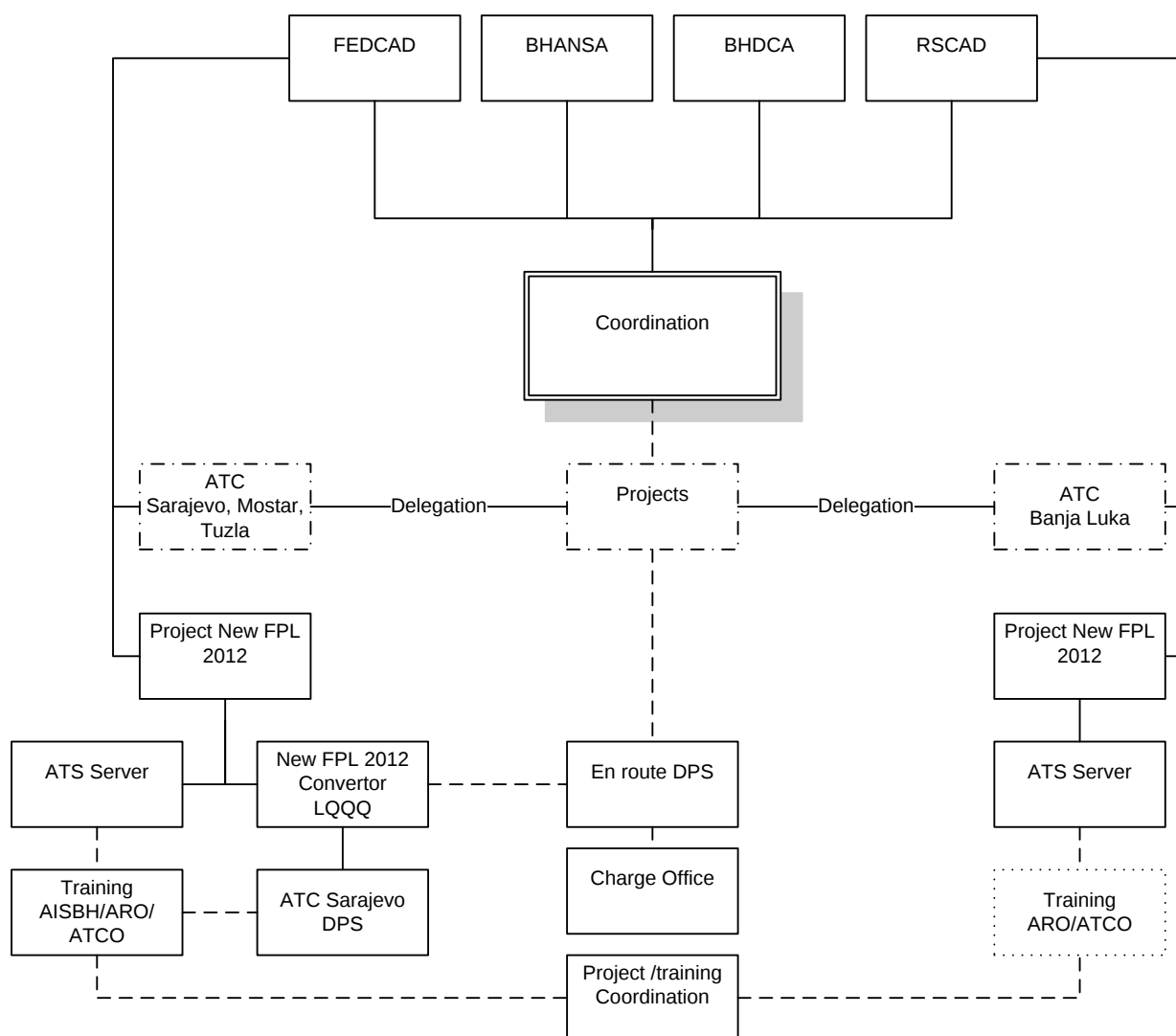


New FPL 2012 Planning and Implementation Bosnia and Herzegovina

1. Bosnia and Herzegovina – Overview

Bosnia and Herzegovina has been in IFPS zone as of 23rd December 2004. This significantly improved the ATS, over the years as well as today when the new FPL format needs to be used as of November 2012.

Bosnia and Herzegovina civil aviation authorities and agencies are responsible of air navigation services at four airports, Sarajevo, Mostar, Tuzla and Banja Luka. The FIR Sarajevo area control has been still served by CCL (Croatia) and SMATSA (Serbia). The BiH civil aviation activities are in short organised as follows:





BHDCA is the state organisation, civil aviation authorities responsible of the air navigation services for Bosnia and Herzegovina.

As illustrated, the provision of services for ATC-s has been delegated to the two Civil Aviation Departments: Federation Civil Aviation Department- FEDCAD and RS Civil Aviation Department – RSCAD. The two Departments have started the projects of New FPL 2012 harmonisation through the upgrade of the existing ATS server. The projects are coordinated.

BHANSA is the ANSP Agency that has been established recently. In this transition period the four quoted entities function through the Coordination Body whose members are four Directors and Deputies of BHDCA and BHANSA.

The Coordination Body oversees the BiH ATM Project. New En Route DPS has been installed and is in test operation. FEDCAD Com server provides the communication services. All communication with CFMU Test System has been performed via FEDCAD Com (BiH Com LQQQ).

2. New FPL 2012 Implementation and Testing

The FEDCAD Project has been split in two: ATS Messaging Server and Com Gateway - New FPL 2012 Convertor.

The New FPL 2012 Convertor will provide translation service from New to Old for the new BiH En Route DPS and ATC Sarajevo DPS. The tests will be performed within dynamic Opt 2 and 3.

ATS Messaging Servers of FEDCAD and RSCAD have been upgraded in parallel and are identical.

FEDCAD will organise the Test sessions within Opt 2 and 3 through the copied operational traffic to test addresses as follows:

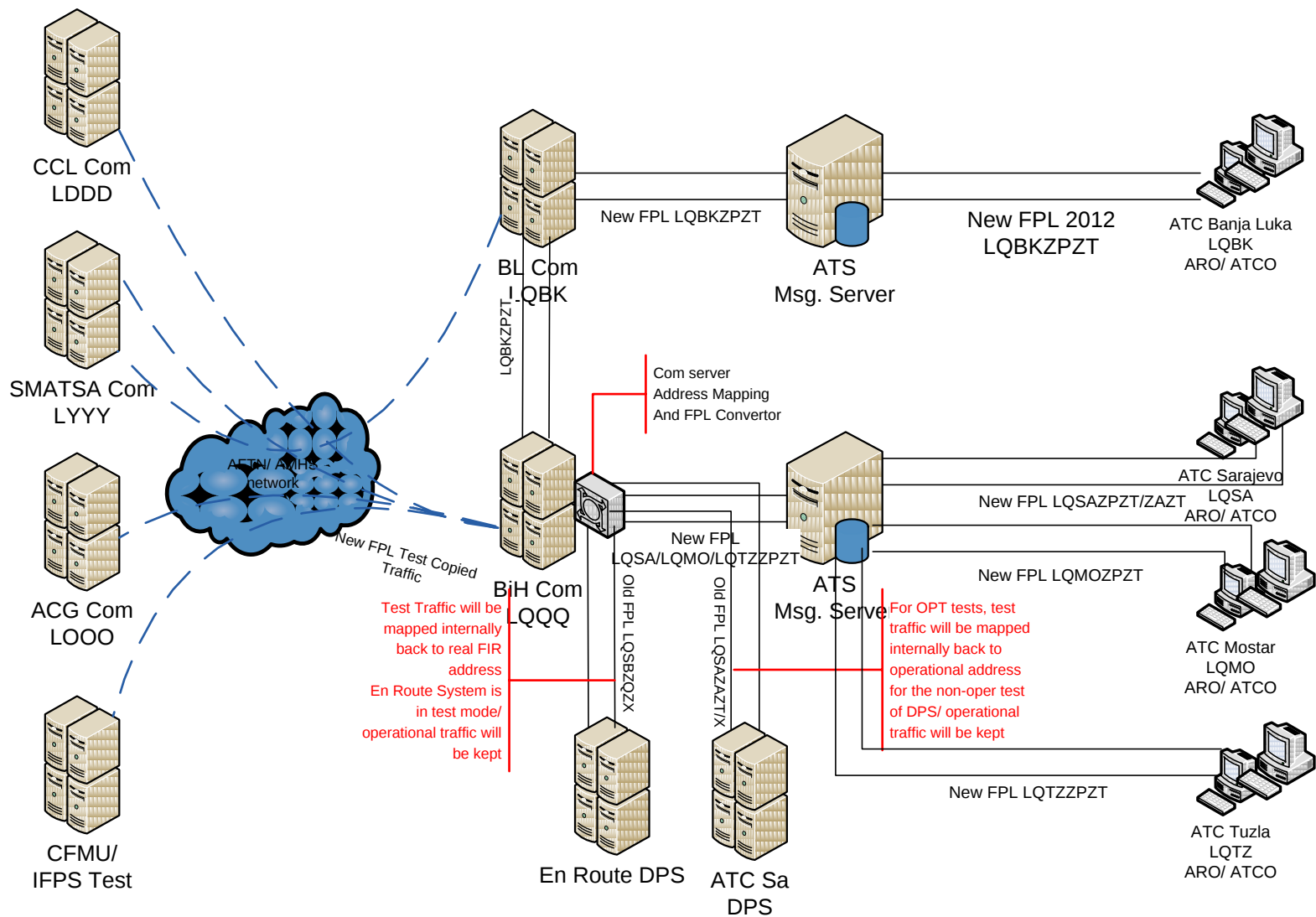
LQSAZPZX	→	LQSAZPZT
LQSAZAZX	→	LQSAZAZT
LQMOZPZX	→	LQMOZPZT
LQTZZPZX	→	LQTZZPZT
LQBKZPZX	→	LQBKZPZT
LQSBZQZX	→	LQSBZQZT

LQSBZQZX is the address of Sarajevo FIR and BiH Com LQQQ has been receiving all the related traffic in parallel to operational en route control sites - CCL and SMATSA.

Via the Com Gateway the test traffic will be directed and mapped to the internal test destinations, for both the Convertor test and the ATS messaging server tests.

The test messages will be sent from the above listed test addresses, as prescribed in the CFMU Test document. Test messages will be distinguished from operational traffic.

The next Page scheme shows a concept planned for the tests – will remain the concept in operation as of Nov 2012 or even during the transition period ahead. It is also possible to arrange the coordination with neighbouring centres to exchange test New FPL format traffic as shown.





3. New FPL 2012 Training Sessions

As a final step in the Project FEDCAD will organise the training sessions for ARO staff. Local instructor will be engaged for the task. The sessions will take place at every location separately, in two to four groups, depending on the number of ARO/ ATCO staff.

The training material will comprise the ATS messaging server Users Handbook and CFMU Training Material that will be published.

Preliminary training will take place during the Opt 2 and 3 sessions.

The following staff will be instructed to use New FPL:

ATC Sarajevo (Feb- May 2012)
- 20 ARO staff/ 20 ATCO

ATC Mostar (June 2012)
- 5 ARO staff/ 10 ATCO

ATC Tuzla (June 2012)
- 5 ARO staff/ 10 ATCO

Training with ATC Banja Luka will be coordinated with Banja Luka Com engineers and ARO instructors.

En Route ATCO/FD who are going through the training presently will be instructed in a later phase prior to start of operation, but also coordinated with En Route ATCO instructors.

4. Transition to New FPL 2012

As the entire Project is a process, the logical next step will be the gradual start of using the new FPL 2012 by ARO staff as of September 2012. The period from 12th to 15th Nov will be considered with special care.

All eventual doubts will be solved in advance via the settings within the Com server by address mapping and converting rules. This means that absolutely any misuse will be avoided by restricting to the Old format where applicable and allowing New FPL format where acceptable.

The FEDCAD Project was initiated at the end of 2009 as a part of upgrade of Com and ATS messaging server in operation as of 2002. The implementation was performed in two steps:

- replacement of hardware and improvement of network settings, mid 2010
- new software release comprising new standards and recommended practices, start 2011

As every Project this one also required preparation and planning. Even with a start in 2009 and quite smooth implementation we are only the right track to be able to comply with the new standard in time, by Nov 2012. We also have planned enough spare time to be able to correct eventual malfunctions both in the operational procedures and in the system concept.

The Project has been performed with the approval and thanks to support and understanding by **FEDCAD Director, Mr. Amadeo Mandic**.

The national regulations will closely follow the implementation which will be coordinated with BHDCA, the State Office.



5. Internal Coordination

All the changes will be timely presented to local airports and transport companies, in direct contact and in informative meetings. These meetings will be organised constantly through the period. These public companies will implement necessary changes on their own, but will be supported by Civil Aviation infrastructure whenever necessary in the view of good cooperation.

6. Conclusion

The local Project New FPL 2012 has been implemented following strictly the rules set by ICAO and CFMU, especially the Converter implementation. The process has been significantly improved thanks to excellent and timely introduction by ICAO and CFMU, and a number of precise and comprehensive documents regularly submitted and provided online. Also the regular contact with other participants in the over whole project has been important. Being very conscious of the importance of good international cooperation and the importance of support from ICAO and CFMU, BiH will also this time respond to the task seriously.

Sarajevo, 28th September 2011

A handwritten signature in blue ink, reading "Violeta Matanovic".

Violeta Matanovic

Head Section AFTN/ AMHS and EAD, FEDCAD
Project Manager
New FPL 2012 Project Implementation and Planning
