

Attachment

IDP applicability area and timing

This Note provides an overview of the applicability area and a high level planning of the activity areas comprised within the Interim Deployment Programme.

It also contains an initial assessment of the status of the different activity areas against planning references (ESSIP and NSP), with the caveat that this is ongoing work and will require additional clarifications before being finalised.

All possible sources of information were used to the extent possible (e.g. IDP Gantt chart developed by the ANSPs, ESSIP/LSSIP, the Network Operations Plan, information made available in the context of EUROCONTROL consultation working arrangements).

An update consolidated IDP Gantt chart is included at Annex.

Activity Area 1 “Collaborative FP and DCB tools”

The interim deployment WP 1 encompasses the deployment of AFP messages (WP1.1) and STAM phase 1 (WP1.2).

W.P 1.1: The AFP implementation adheres to ESSIP objective FCM-03 with a due date of 2012.

“The deployment timing refers to the point where the AFP messages have been successfully tested and integrated by NM.”

Stakeholder	ANSPs, NM
Applicability area	ECAC
Comments / Status assessment	Current status is assessed as “red” against planning reference (ESSIP : FCM-03, FOC = 12/2012) IDSG ET recommends that ESSIP Target date is re-assessed considering current States’ planning and the actual impact of this deployment on performance targets.
Deployment Timing:	
Task 6 to 17	AFP message deployed by ANSP and fully tested by NM 2012: Albania, Austria, Greece, Lithuania, Malta, Portugal, Spain (without task 8, 9 and 10), Switzerland, the Netherlands (missing task 10) AFP message deployed by ANSP and under testing by NM status 2012: Denmark, Germany (estimated completion Q1 2013)”, Ukraine, Maastricht UAC (estimated completion Q1 2013)”, Sweden AFP message deployed by ANSP, but not fully tested and integrated by NM: Turkey, Bulgaria “(testing planned for 2013)”, Serbia, Ireland, Czech Republic, Romania. “(testing planned for 2013)”
	2013: France, Italy, Finland, Estonia, Belgium, Bulgaria, Romania, Latvia, Bosnia and Herzegovina, Czech Republic, Ireland.
	2014: Hungary, Moldova, Norway, Poland, Azerbaijan, Croatia, Cyprus, Malta (only task 10), the Netherlands(only task 10),..
	2015: The Former Yugoslav Republic of Macedonia, Slovak republic, Slovenia, Luxembourg, , Armenia, UK

Comment [AENA1]: AENA
AENA: AENA confirms that the text in the brackets can be erased ”

NM (07/11/2012): NM confirms that only Missing Flight Plan (FCM03.ASP05) and Change of Route (FCM03.ASP06) have been implemented so far. CFMU is still waiting for the tests of the other messages. This is the current status since the last coordination email with Miguel Angel Gonzalez de Heredia Villasenor (magdvillaseno@e-externas.aena.es) on the 11th of May 10:40.

Comment [NEFAB2]:
FINAVIA: Finland will take AFP messages in operational use 15th November 2012

NM (07/11/2012): the testing of this has not requested to and coordinated with CFMU (not in the CFMU planning of November) so it cannot seem to go on ops on 15th November

WP 1.2: STAM phase 1 has seen an initial deployment by MUAC FMP, London FMP and Reims FMP in November 2011. Next trial with an extended applicability area and upgraded system functions is scheduled for autumn 2013. The initial applicability area mainly includes those participating in the trial. The aim is to expand the applicability in the first step to the Europe's core area and subsequently to other areas where is required as from 2015 onwards.

Stakeholder	ANSPs, NM, AUs
Applicability area	Selected set of FMPs, mainly those in Europe's "core area". Then as a priority deployment should focus to other performance (mainly capacity) constraining areas.
Comments / Status assessment	This deployment is referenced in MP level but there is not yet an ESSIP objective and therefore a planning reference at MP level three (ESSIP). A need for a future ESSIP objective is identified. However, an initial status assessment can be made against the Network Strategy Plan that foresees initial implementation of STAM in some critical areas by end of 2014. Therefore, the Status is assessed as "green" against the NSP. The deployment will need to be continued beyond 2015, therefore IDSG ET recommends an assessment for inclusion in the PCP for deployments beyond 2015.
Deployment Timing:	
Tasks 20, 21, 23, 25, 27 29 to 31	Planned for 2014: MUAC FMP, London FMP and Reims FMP Paris FMP, Bordeaux FMP, Marseille FMP, Brest FMP, Karlsruhe FMP, Roma FMP, Geneva and Zurich FMP. The phasing of AU participation in STAM deployment is to be progressively developed. As from 2015 onwards deployment will address remaining "core area" ANSPs and other performance constraining areas (e.g Spain, Greece, Cyprus, Poland etc).
Task 22 Capacity balancing tool via CHMI	Completed
Task 24 Dynamic Demand and Capacity balancing tools via NOP	December 2013

Activity Area 2 "Airspace management improvements and data sharing"

The interim deployment **WP 2.1** encompasses the wide set of system and procedural improvements for the implementation of the "**Rolling ASM/ATFCM processes**" with different applicability areas.

WP 2.1.1 contains 3 groups of system improvements as:

- Deployment of ASM civil-military co-ordination tools system in partners' environment and of their interoperability with NM systems (e.g. LARA tool developed by EUROCONTROL or STANLY developed by DFS)
- Deployment of ADR to enhance the exchanges between the ASM systems and the NM systems
- Deployment of the Rolling NOP and start of use by the partners

Stakeholder	Civil & Mil. ANSPs, EUROCONTROL
Applicability area	ECAC with few exceptions
Comments / Status assessment	Current status is assessed as “green” against planning reference (ESSIP : AOM19, FOC = 12/2015). However, risks are identified concerning particularly the capability of all States to deploy ASM civil-military coordination tools by the planned dates (due to the its complexity)
Deployment Timing:	
40. ASM systems installation and deployment	Deployed in 2012 by UK at AMC level, Belgium (Belgium Military and MUAC), Germany “(first integration tests in the next months)” and Poland (to be confirmed whether is interoperable with ADR)
	2013 deployment schedule would encompass Ireland, UK (expansion to ACC and military sites), Belgium (expansion to the civil ATS Units including Belgocontrol), the Netherlands (Mil), Bulgaria, Romania (AMC), Croatia AMC, Czech Republic and Switzerland
	2014 deployment schedule would encompass: Slovakia, Slovenia, Hungary, Austria, Bosnia and Herzegovina, France, Italy Spain, , Sweden, Denmark, Norway, Latvia and Estonia
	2015 deployment schedule would encompass: Serbia, Moldova, Turkey, Greece, Cyprus, Ukraine and Albania
	No plan yet: Portugal, Lithuania (local CBA under development)
41. Develop Airspace Status integration in AIXM B2B to be interoperable with ADR in AIXM 5.1 (Action from ANSPs)	(The actual integration with NM System –ADR- can be performed as from end of December 2013 ¹) The detailed planning for each ANSP is in the detailed ANSPs Gantt chart.
42. Performing the integration of ASM support systems with the Network	Same as per task 40
44.Operational ASM data download in AIXM 5.1 with live updates (Action from NM)	End of May 2014
45. Interoperability with ASM tools in AIXM 5.1 (Action from NM)	End of May 2014
46. Publication of restrictions in AIXM 5.1 format via B2B (Action from NM)	End of May 2014

Comment [Bulat3]: According to Bulatsa, Bulgaria, Croatia and Romania should be moved to 2015

NM (07/11/2012): NM has signed agreements with civil-military Bulgarian and Romanian ANSPs for the deployment of LARA. The known planning considers deployment by 2013. Can Bulgaria / Romania explain what has changed or why the date should be changed to 2015? Can they also contact EUROCONTROL LARA project manager if any change on the schedule and impact on EUROCONTROL work?
Samediscussions are happening with Croatia

¹ This is the operational deployment date after pilot phase

47. Interoperability between EUROCONTROL database, official EAD data and EUROCONTROL operational database (CACD) (Action from NM)	End of 2014
49. Flight Plan filing capability directly via the NOP portal (Action from NM)	End of March 2014
50. Putting in operations (by NM) the Management of AUP/UPP via B2B services that can be used by partners systems (facility for the partners not using LARA). (Action from NM)	As from January 2014

WP 2.1.2 relates to the **Rolling ASM/ATFCM procedures**.

Stakeholder	Civil & Mil. ANSPs, EUROCONTROL
Applicability area	ECAC
Comments / Status assessment	Current status is assessed as "green" against planning reference (ESSIP : AOM19, FOC = 12/2015).
53. Procedures - Draft AUP and UUPs including the submission to NM	23 States already provided AUP/UUP (15 of them on the regular basis). The States that did not yet establish the Airspace Management Cell (AMC) and not using CFMU Interface for Airspace Managers (CIAM) constitute the applicability area for AUP/UUP From 2013 onwards : Turkey, Slovenia, Serbia, Croatia, Bosnia and Herzegovina, The Former Yugoslav Republic of Macedonia, Albania, Latvia, Estonia and Lithuania
54. Pre-defined Airspace Solutions	Applicable to all ECAC states NM to be ready by the end of 2013, the deployment may start in 2014 where is required

55. Implement Procedure 1 Coordination Process	To be finalised by June 2013
56. Implement Procedure 2 Release of Mil airspace	Same as task 53
57. Implement Procedure 3 Requests for unplanned Mil Activity	In progress, not applied by many States
58. Rolling ASM/ATFCM Procedures Development	NM's target date for completing this development in co-ordination with all ANSPs is by the end of 2013.
59. Rolling ASM/ATFCM Procedures Deployed (ASM tools, ADR and rolling NOP)	From 2014 onwards (and following task 58), to be applied by all States that establish AMC as per the detailed ANSPs' Gantt chart
60. Submit UUP to CNFM	Same as task 53
Tasks 61 to 63	From 2013 onwards as per the detailed ANSPs' Gantt chart.

WP 2.2 Relates to CDR optimization

Stakeholder	Civil & Mil. ANSPs, EUROCONTROL
Applicability area	ECAC where required as substantial number of States do not utilise CDRs
Comments / Status assessment	The activity FOC time is of 12/2015 as from ESSIP (AOM19). However, the CDR rationalisation will be re-assessed by the ASM Steering Group which may lead to a re-assessment of the criticality and timing of this activity and therefore of its identification in the IDP.
Deployment Timing:	
67. CDR rationalisation	From 2014 onwards applied to the selected list of States (ASM/SG)
68. Procedures Development	To be finalised by the end of 2013.
69. CDR consistency achieved at national, bilateral & sub-regional level.	From 2014 onwards applied to the selected list of States
Tasks 71/72/73	From 2014 onwards applied to the selected list of States

WP 2.3 refers to Free Route Airspace (FRA).

The planning for Free Route Airspace deployment is coordinated in the context of RNDSG work. Any new planning proposal/update should be forwarded to RNDSG for proper review/consolidation. Some highlights of current planning are provided herewith. Deployment continues well beyond the IDP timeframe.

Note 1: It is understood that some discrepancies between the information made available at the last RNDSG session and the one contained below for ENAV, PANSO and CROCONTROL will be resolved soon since those ANSPs provided the same inputs to the RNDSG.

Stakeholder	Civil & Mil. ANSPs, EUROCONTROL, Airspace Users (AU)
Applicability area	Selected number of ATC units, see the deployment schedule below
Comments/ Status assessment	The status is assessed as “green” against available planning reference (NOP) The deployment of free route will extend beyond 2015 and therefore the IDSG ET recommends an assessment for inclusion in PCP for deployments beyond 2015.
Deployment Timing:	
Tasks 77 and 78	Deployed by large extend, the outstanding actions mostly in the area of ADR to be completed by the mid 2014
Tasks 78 to 103	2012: Free Routing already implemented: Ireland, Portugal, Sweden and Denmark 24/7
	2012: DCT ² nights and weekend: Maastricht UAC
	2012: DCT night: Austria, Finland, UK, Spain, Marseille ACC and Reims ACC
	2012: DCT some of the airspace: Poland and Germany (FRAMAK project contains detailed planning for Free Route deployment by DFS)
	2013: FRA 24/7 part of Madrid ACC
	2013: DCT night: Czech Republic, Serbia, Bosnia and Herzegovina and Croatia, Italy
	2014: FRA 24/7, Serbia, The Former Yugoslav Republic of Macedonia, Bosnia and Herzegovina, Hungary and Moldova
	2014: DCT night: Bulgaria, Romania, Bordeaux/ Brest/ Paris ACC, Italy
	2015: FRA 24/7 Maastricht UAC, Finland, Norway, Cyprus, Malta, Albania, Latvia, Lithuania, Estonia, Poland, Croatia,
	2015: DCT night and weekend: Turkey
	2015: DCT night: Italy, Greece, Ukraine
Tasks 104 to 111	Within 2013-2015 time scale

WP 2.4 refers to the **Transition of military organisations to EAD**.

Stakeholder	Military ANSPs, EUROCONTROL,
Applicability area	Selected number of Military ANSPs, see the deployment schedule below. It is to be noted that this WP is not applicability where there are no Military ANSPs (e.g. Norway, Finland).
Comments / Status assessment	The status is assessed as “green” against available planning reference (ESSIP)
Deployment Timing:	
Tasks 114 to 122	2012: Military organisations already migrated to EAD: Germany, The Netherlands
	2012: Military information maintained by Civil AIS in EAD: Armenia, Bosnia & Herzegovina, Croatia Hungary, Malta, Serbia, Slovenia, Spain, Sweden, Turkey
	2013: Belgium, Poland, Portugal
	2014: Italy, UK, Czech Republic, Poland
	2015: France, Austria, Greece

Comment [NAV4]:
NAV: Not planned by NAV

NM (07/11/2012): this is in the EAD planning. Does NAV confirm that no activity of the Portuguese military is planned to migrate to EAD?

Comment [FM5]: To be confirmed by UK

Activity Area 3 “Airport CDM”

WP3 concerns the **deployment of A-CDM (Airport Collaborative Decision Making)**. This corresponds to ESSIP objective AOP05.

Stakeholder	Airports, ANSPs, Airspace Users
Applicability area	<p>A list of applicable ECAC airports (57 airports) is available in the ESSIP (those airports shall at least perform a CBA to assess the need of implementing A-CDM)</p> <p>A list of critical airports to the network (about 100 airports) will be published in November 2012 (Airport Operations Team). The applicability area could then be consequently updated.</p>

<p>Comments / Status assessment</p>	<p>The FOC specified for ESSIP AOP05 is of 12/2015.</p> <p>(Obviously, it is not expected strictly that all 56 airports listed in the ESSIP will have implemented A-CDM by the end of 2015. This is more indicated as a target date at which a sufficient deployment status should be achieved from the network performance improvement perspective)</p> <p>The NOP / NSP provide with a refinement of the implementation objective in targeting that at least 20 airports (out of the main 40 European ones) should have implemented A-CDM by the end of 2014.</p> <p>Based on the above perspective and the planning of implementation as provided below, the current status is assessed as “green”</p> <p>ESSIP may need to assess geographical applicability against dates based on AOT output</p> <p><i>Note: Having implemented A-CDM does not mean that the airport has finished definitively with the A-CDM processes as they can be improved over time, but that it had looked at and performed an initial implementation concerning the 6 elements of A-CDM as defined in the EUROCONTROL A-CDM guidance. These 6 elements (Information sharing, Turn-around process, Variable taxi-times, pre-departure sequencing, adverse conditions, Collaborative management of flight updates - Network connection) are covered by the IDP planning.</i></p>
<p>Deployment Timing:</p>	

<p>Tasks 137 & 142</p>	<p>NM particularly monitors and plan in co-operation with the airports for the completion of the tasks 137 & 142 which concern the provision of DPI messages (according to a certain specification agreed between the airport and NM) to the Network System, and hence consists of the step of integration to the Network. Hereafter is the current expected planning for this capability within the IDP timeframe:</p> <p>Already integrated: Brussels (EBBR), Frankfurt (EDDF), Munich (EDDM), London Heathrow (EGLL), Paris CDG (LFPG)</p> <p>2012: Helsinki (EFHK) – Q4, Zurich (LSZH) – Q4</p> <p>2013: Berlin Brandenburg International (EDDB) – Q4 Dusseldorf (EDDL) – Q1 Amsterdam (EHAM) – Q4 Dublin (EIDW) – Q2 Milan Malpensa (LIMC) – Q2 Milan Linate (LIML) – Q2 Rome Fiumicino (LIRF) – Q1 Vienna (LOWW) – Q3 Prague (LKPR) – Q2 Geneva (LSGG) – Q2 Kiev (UKBB) – Q3 Madrid (LEMD)- Q4</p> <p>Oslo Gardemoen (ENGM) – Q4</p> <p>2014: Stuttgart (EDDS) – Q1 Stockholm Arlanda (ESSA) – Q2 Birmingham (EGBB) Lisboa Palma (LEPA) Manchester (EGCC) London Gatwick (EGKK) Warsaw (EPWA) Q4 Lyon (LFLL) Q4 Athens (LGAV) Venice (LIPZ) Istanbul (LTBA)</p> <p>Potential for addition in 2014 – early 2015: EDDH (Hamburg) Copenhagen (EKCH) Zagreb (LDZA) Ljubljana (LJLJ) Budapest (LHBP) Vilnius (EYVI)</p> <p>2015: Paris Orly (LFPO) Tallinn (EETN) Barcelona (LEBL)</p> <p>(Note: the full local implementation of A-CDM can extend beyond the date given above that concerns the integration into the network through DPI. Please refer to the ANSPs' detailed Gantt chart for this extension).</p>
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Comment [FM6]:
NM (07/11/2012): NAV has indicated Q2 of 2013 but there is no work planning coordinated with NM so far. Therefore NM has placed provisionally Lisboa in 2014 (knowing also that NM's work planning is already quite busy in 2013)

Task 141	<p>NM is providing FUM messages as and if requested by airports implementing A_CDM.</p> <p>From the list of airports listed above, the following ones requested and are already provided with FUM: London Heathrow (EGLL), Madrid (LEMD), Barcelona (LEBL), Palma (LEPA), Brussels (EBBR), Amsterdam (EHAM), Frankfurt (EDDF), Zurich (LSZH), Rome Fiumicino (LIRF), Munich (EDDM), Prague (LKPR), Helsinki (EFHK), Kiev (UKBB)</p> <p>(FUM is also provided to Alborg (EKYT), LMML (Malta))</p>
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Activity Area 4: “Air-Ground Datalink”

The data link implementation is regulated by the DLS IR (EC regulation 29/2009) above FL 285. The datalink service applicability area and timing are covered by the DLS IR.

Stakeholder	ANSPs, Airspace Users and Military authorities
Applicability area	EU plus State that signed the aviation agreement with EU
Comments / Status assessment	<p>The regulation specifies two dates (for ANSPs) concerning this implementation: 7 February 2013 for the core area and 5 February 2015 for the rest.</p> <p>The ESSIP report 2011 was assessing the status of this deployment as “green”, mainly acknowledging that almost all States are progressing satisfactorily if not strictly in accordance to the target dates.</p> <p>(An assessment strictly comparing the planned dates with the implementation target dates would rather provide with an “orange” status)</p>
Deployment Timing:	
All WP tasks except the AU/MIL tasks	2012 Deployed by Maastricht UAC and Karlsruhe UAC
	<p>2013</p> <p>Before 7 February 2013: Germany</p> <p>After 7 February 2013: Austria, Italy, Portugal, United Kingdom</p> <p>France (partial D/L in the Marseille, Reims, Paris ACCs and more limited D/L services in the western part (Brest, Bordeaux))</p>
	2014: Ireland, Czech Republic

Comment [FM7]:

NM (07/11/2012): NM has developed this new version of the table with taking the latest date (of WP4.1 / WP4.2 / WP4.3) as available in the ANSPs’ Gantt chart (and if not existing the LSSIP info). ANSPs are required to verify this table.

	<p>2015</p> <p>Before 5 February 2015: Estonia, Finland, Lithuania, Poland, Sweden, Denmark, Serbia (LSSIP report), The Former Yugoslav Republic of Macedonia (LSSIP report), Slovenia (LSSIP report)</p> <p>After 5 February 2015: Bulgaria, Croatia, Cyprus, Hungary, Latvia, Malta, Slovak Republic, Romania, Spain,</p> <p>Greece (no info), Norway (no info)</p> <p>2015-2018: France (full compliance in the 5 French ACC will be progressively achieved from 2015 to 2018 according to the transition planning toward the new ATM system - 4FLIGHT</p> <p>Switzerland: 2018</p>
The task for AU/MIL (160 & 161) should adhere to different time schedule not provided in this table	

Activity Area 5: “Automated assistance to controllers for seamless coordination, transfer and dialogue”

The interim deployment WP 5 encompasses the migration to IP (WP5.1) and SYSCO/AMA coordination messages (WP5.2).

WP5.1: OLDI migration from X25 to IP

The implementation status has been derived from the EUROCONTROL FMTP database (snapshot March 2012).

The FMTP implementation is mandated by two EC regulations 633/2007 and 283/2011. The FMTP applicability area and timing are covered by IRs. EC regulations are defining the timing of FDPS upgrades with FMTP but not the transitional arrangements of replacing X.25 OLDI link with adjacent ATS units.

Stakeholder	ANSPs,
Applicability area	EU plus States that signed the aviation agreement with EU
Comments / Status assessment	<p>The target date for implementation is 12/2014.</p> <p>In coherence to ESSIP 2011 reporting (ESIP objective ITY-FMTP), the current status is assessed as “green”</p>
Deployment Timing:	

Tasks 178 to187	<p>The list below provides the status concerning the availability of operational links (March 2012). The planning dates for the implementation of the WP are to be found in the consolidated Gant chart at Annex.</p> <p>2012: FMTP IP V6 Partially Deployed (at least one FMTP link is IP V6 compliant): Belgium, Maastricht UAC</p> <p>2012: FMTP IP V4 Partially Deployed (at least one FMTP link is IP V4 compliant): Austria, Czech Republic, Slovak Republic, Norway, the Netherlands, Sweden, Switzerland, Finland, Croatia, Ireland, Denmark, Germany (Integration tests of IPV6 already started, transition will begin in 2013). The End User Systems of above listed States mostly support IP V6, with few exceptions.</p> <p>2012: End User system ready for FMTP (in most of the cases IPV6 compliant): Bulgaria, Romania, Lithuania, United Kingdom, Estonia, Poland, Slovenia, Serbia, Portugal (IPv4 to IPv6 transition is planned to occur mainly in 2013), Spain, France, Italy, Luxembourg, Hungary, Bosnia and Herzegovina.</p> <p>The States that already established FMTP links via IP V4 or upgraded their end user systems to support FMTP should ensure that their links with adjacent ATS units to be FMTP compliant by the end of 2014.</p>

WP5.2: Complementary OLDI messages

An approach fostering implementation at FAB level has been considered in the proposal below.

Stakeholder	ANSPs
Applicability area	Functional Airspace Blocks
Deployment Timing:	
Comments / Status assessment	<p>The implementation relates to ESSIP objective ATC17(except for AMA related message) which FOC date is of end of 2018.</p> <p>According to this planning reference, the status is assessed as “green”.</p> <p>It is to be noted that the deployment extends onto 2019 (i.e. beyond the IDP timeline).</p>
tasks 190 to 192, 195 to 196 and 198 to 200	2014:UK-IRL
	2015:, DANUBE FAB and Serbia
	2016: FABCE , Baltic FAB+Ukraine+Kalinigrad
	2018: FABEC, NEFAB, Blue-Med, SW
	2019: DK/SE
Task 193	Deployed by 2012: Maastricht UAC (1 interface), Germany and Austria

	2013: Maastricht UAC, Belgium, the Netherlands and Switzerland
	2014: Ireland, Turkey and Bulgaria
	2015: Italy, Czech Republic, UK and France (DSNA plans to deploy the AMA message from 2015 to 2018 in line with 4FLIGHT system).

Activity Area 6: “RNP Approach”

The table below provide details of APV approaches deployment schedule within the IDP timeframe identified mainly from NM bilateral discussions with relevant stakeholders. The objective from ICAO is for all ECAC States to implement APV at all instrument runway ends by the end of 2016. The proposal below shows that by the end of 2015 around 30% of runway ends will have APV. The deployments by the Aircraft Operators should be defined separately.

Stakeholder	ANSPs, Airspace users, airport
Applicability area	ECAC as mandated by ICAO
Comments / Status assessment	Yet to be assessed
Tasks 205 to 222	Deployed or planned to be deployed in 2012: 7 RWY ends in Austria 4 RWY ends in Czech Republic 34 RWY ends in Finland 60 RWY ends in France 81 RWY ends in Germany 5 RWY ends in Iceland 1 RWY ends in Ireland 4 RWY ends in Italy 6 RWY ends in the Netherlands 1 RWY ends in Portugal 1 RWY ends in Sweden 4 RWY ends in Switzerland 22 RWY ends in United Kingdom

Tasks 205 to 222	<p>2013</p> <ul style="list-style-type: none"> 1 RWY ends in Austria 4 RWY ends in Czech Republic 8 RWY ends in Finland 45 RWY ends in France 10 RWY ends in Germany 14 RWY ends in Italy 9 RWY ends in the Netherlands 30 RWY ends in Norway 1 RWY ends in Portugal 3 RWY ends in Poland 4 RWY ends in Slovak Republic 14 RWY ends in Sweden 23 RWY ends in United Kingdom 2 RWY ends in Greece 8 RWY ends in Spain
	<p>2014</p> <ul style="list-style-type: none"> 2 RWY ends in Czech Republic 28 RWY ends in Finland 21 RWY ends in France 4 RWY ends in Malta 2 RWY ends in the Netherlands 18 RWY ends in Norway 2 RWY ends in Sweden 3 RWY ends in Switzerland 2 RWY ends in United Kingdom 13 RWY ends in Spain
	<p>2015</p> <ul style="list-style-type: none"> 6 RWY ends in Bulgaria 8 RWY ends in Croatia 33 RWY ends in France 5 RWY ends in Cyprus 82 RWY ends in Italy 8 RWY ends in Estonia 15 RWY ends in Portugal 3 RWY ends in Switzerland

Activity Area 7: “CDO/CCO Application”

WP7 encompasses the deployment of Continuous Descent Operation (CDO) and Continuous Climb Operation (CCO) Applications. These correspond respectively to ESSIP objective ENV-01 and SESAR (outline) Operational step AOM-0703.

WP7.1 Continuous Descent Operation (CDO)

Stakeholder	ANSPs, Airspace Users
Applicability area	<p>ECAC – (all possible airports taking into account local considerations)</p> <p>Network Operations Plan: <i>“Environmental restrictions are now in place at most European airports and it is likely that the restrictions will continue to grow, resulting in a negative impact on the optimum network performance. One major mitigation measure is the implementation of the CDO technique which offers an early opportunity to minimise the environmental impact of aircraft operations.</i></p> <p><i>The rapid deployment of CDO throughout Europe, even on a limited basis (limited by hours of operation and commencement height)_will empower the network to respond to the environmental challenges”</i></p>
Comments / Status assessment	<p>Different implementation targets are available:</p> <ul style="list-style-type: none"> - in the ESSIP, about 70 airports are part of the applicability area of corresponding objective ENV01 for which the FOC date is end of 2013 (and the progress status of ENV01 is “green”), - in the Flight Efficiency Plan and the European Joint Industry CDA Action Plan, there is a set ” target of 100+ airports by the end of 2013 - in the NOP, the target is “implementation of CDO at 200 airports by the end of 2014” <p>NM maintains a status list concerning the implementation of CDO techniques in Europe from which the information below was derived and updated by ANSPs. However, this list cannot be considered as exhaustive.</p> <p>The status is assessed as “green”.</p> <p>Note:</p> <ul style="list-style-type: none"> ⇒ many airports which have already implemented CDO techniques or will do only have a very limited application in a first period ⇒ It is an activity which generally needs be pursued by airports after a first implementation – the completion status (i.e. established) does not give an indication of the level of application (procedures, day period, % of aircraft) and the need for continuation. ⇒ The monitoring of CDO implementation is a complex issue that would need capturing the type of CDO techniques, the level of application, the effect on performances and the need of further improvement. The proper monitoring of the level of implementation per site could be a potential task for inclusion in sWP 7.0 – Project execution support.

Tasks 241 to 262	The planning of the different tasks is dependent on the project at each airport / TMA level
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ICAO_CODE	NAME	STATUS
EDDH	HAMBURG/FUHLSBUETTEL	Committed
LIPV	VENEZIA/LIDO	Committed
LFBD	BORDEAUX-MERIGNAC	Established
LFRS	NANTES ATLANTIQUE	Planned by end 2013
LFSB	BALE-MULHOUSE	Planned by end 2013
LIMF	TORINO/CASELLE	Established
EPPO	POZNAN/LAWICA	Established
EETN	LENNART MERI TALLINN	Committed
EGHI	SOUTHAMPTON	Committed
EGLF	FARNBOROUGH CIV	Committed
LIMJ	GENOA	Committed
LIBG	TARANTO/GROTtagLIE	Committed
LIRI	SALERNO/PONTECAGNANO	Committed
EGNS	ISLE OF MAN/RONALDSW	Committed
ELLX	LUXEMBOURG	Committed
LIBD	BARI/PALESE	Committed
LIRA	ROMA/CIAMPINO	Committed
LIBC	CROTONE	Committed
LIMZ	CUNEO/LEVALDIGI	Committed
LIPY	ANCONA/FALCONARA	Committed
LICA	LAMEZIA TERME	Committed
LIML	MILANO/LINATE	Committed
LIRN	NAPOLI/CAPODICHINO	Committed
LIME	BERGAMO/ORIO ALSERIO	Committed
LICG	PANTELLERIA	Committed
LIMP	PARMA	Committed
LICR	REGGIO CALABRIA	Committed
LIPZ	VENEZIA/TESSERA	Committed
LIMC	MILANO/MALPENSA	Committed
LIEO	OLBIA/COSTA SMERALDA	Committed
LIPU	PADOVA	Committed
LIRZ	PERUGIA/S . EGIDIO	Committed
LIPQ	TRIESTE/RONCHI DEI LEGIONARI	Committed
EDVE	BRAUNSCHWEIG-WOLFSBURG	Committed
EDDL	DUESSELDORF	Committed
EPGD	GDANSK/LECH WALESa	Established
LIRF	ROMA/FIUMICINO	Committed
LIEA	ALGHERO/FERTILIA	Committed
LIPO	BRESCIA/MONTICHIARI	Committed
LIRQ	FLORENCE	Committed
LIBP	PESCARA	Committed
EGNM	LEEDS BRADFORD	Committed
LJLJ	LJUBLJANA	Committed
EBLG	LIEGE	Committed
EBCI	BRUSSELS SOUTH	Committed
LIPE	BOLOGNA/BORGO PANIGALE	Committed
LICJ	PALERMO/PUNTA RAISI	Committed
LFMN	NICE COTE D'AZUR	Committed (2013)
LIPX	Verona / Villafranca	Committed
LKPR	PRAHA RUZYNE	Trial
LFBO	TOULOUSE BLAGNAC	Established

EBBR	BRUSSELS NATIONAL	Trial
ENTC	TROMSO/LANGNES	Trial
LROP	BUCURESTI/ HENRI COANDA	Trial
EKCH	COPENHAGEN KASTRUP	Visited
LBSF	SOFIA	Visited
LQSA	SARAJEVO	Visited
LCLK	LARNACA	Visited
LCPH	PAPHOS	Visited
EGMC	SOUTHEND	Visited
LZIB	BRATISLAVA M.R.STEFANIK	Visited
EGTE	EXETER	Visited
LDZA	ZAGREB	Visited
UKBB	KYIV/BORYSPIL INTERNATIONAL	Visited
EVRA	RIGA INTL	Visited
LTBA	ISTANBUL-ATATURK	Visited
LTAC	ANKARA/ESENBAGA	Visited
LGAV	ELEFTHERIOS VENIZELOS INTL	Visited
EINN	SHANNON	Visited
LMML	MALTA LUQA	Visited
EGCC	MANCHESTER	Established
EGCN	DONCASTER SHEFFIELD	Established
EGGP	LIVERPOOL	Established
LEAL	ALICANTE	Established
EFLP	LAPPEENRANTA	Established
LPFR	FARO	Established
EYVI	VILNIUS INTL	Established
EYKA	KAUNAS	Established
LSZH	ZURICH	Established
EGMH	MANSTON-KENT/CIV	Established
LHBP	BUDAPEST/FERIHEGY	Visited
EGPK	PRESTWICK	Established
EGPH	EDINBURGH	Established
EGPF	GLASGOW INTL	Established
LEPA	PALMA DE MALLORCA	Established
EFHK	HELSINKI-VANTAA	Established
LEVX	VIGO	Established
LFLL	LYON SAINT EXUPERY	Established
LEBL	BARCELONA	Established
GCTS	TENERIFE SUR	Established
LEVC	VALENCIA	Established
LSGG	GENEVE COINTRIN	Established
EGAC	BELFAST/CITY AIRPORT	Established
EGGD	BRISTOL/LULSGATE	Established
LFPO	PARIS ORLY (West config.)	Established
LFPO	PARIS ORLY (East config.)	Planned by end 2013
LEGE	GIRONA	Established
LEMG	MALAGA	Established
GCLP	GRAN CANARIA	Established
LEIB	IBIZA	Established
EHGG	GRONINGEN-EELDE	Established
EKBI	BILLUND	Established
ENEV	EVENES	Established
EKAH	AARHUS	Established
EGPD	ABERDEEN/DYCE	Established
EPKK	KRAKOW/BALICE	Established
LEAM	ALMERIA	Established
LEST	SANTIAGO	Established
EPKT	KATOWICE/PYRZOWICE	Established

Comment [Navia8]: To be further verified

Comment [Navia9]: To be further verified

LEZG	ZARAGOZA	Established
LESO	SAN SEBASTIAN	Established
LEPP	NOAIN PAMPLONA	Established
LEAS	ASTURIAS	Established
LOWW	WIEN SCHWECHAT	Established
ESNU	UMEA	Established
LECO	A CORUNA	Established
GCLA	LA PALMA	Established
LEXJ	SANTANDER	Established
LXGB	GIBALTAR/NORTH FRON	Established
ENBO	BODO	Established
ENTR	TRONDHEIM	Established
EGFF	CARDIFF	Established
EGGW	LONDON/LUTON	Established
EGOA	ALDERGROVE(RAF)	Established
EGNT	NEWCASTLE	Established
LFML	MARSEILLE PROVENCE (north config)	Established
LFML	MARSEILLE PROVENCE (South config)	Planned end of 2013
LFPG	PARIS CHARLES DE GAULLE (West config)	Established
LFPG	PARIS CHARLES DE GAULLE (East config)	Planned end of 2013
ESGG	GOTEBORG/LANDVETTER	Established
ESGP	GOTEBORG/SAVE	Established
EGHH	BOURNEMOUTH/HURN	Established
EGLL	LONDON/HEATHROW	Established
EGKK	LONDON/GATWICK	Established
EGSS	LONDON/STANSTED	Established
EGBB	BIRMINGHAM	Established
EGNX	EAST MIDLANDS	Established
LOWS	SALZBURG	Established
EBOS	OOSTENDE-BRUGGE	Established
EDDK	KOELN-BONN	Established
EDDF	FRANKFURT MAIN	Established
EDDV	HANNOVER LANGENHAGEN	Established
EDDP	LEIPZIG/HALLE	Established
EDDM	MUENCHEN	Established
LFST	STRASBOURG ENTZHEIM	Established
EDDN	NUERNBERG	Committed
EDDS	STUTT GART	Committed
EIDW	DUBLIN	Established
EGJJ	JERSEY	Established
EHAM	AMSTERDAM/SCHIPHOL	Established
ENGM	OSLO/GARDERMOEN	Established
EPWA	WARSZAWA/OKECIE	Established
EPMO	WARSZAWA/MODLIN	Established
LPPT	LISBOA	Established
LEMD	MADRID BARAJAS	Established
ESSA	STOCKHOLM-ARLANDA	Established
UGEE	YEREVAN/ZVARTNOSJ	TBC
EDDB	BERLIN/SCHOENEFELD	Committed
EDDT	BERLIN/TEGEL	TBC
EDDW	BREMEN	TBC
EDLW	DORTMUND-WICKEDE	TBC
EDDC	DRESDEN	TBC
EDDE	ERFURT	TBC
EDHI	HAMBURG FINKENWERDER	TBC
EDHL	LUBECK-BLANKENSEE	TBC
EDBC	MAGDEBURG/COCHSTEDT	TBC
EDDG	MUENSTER-OSNABRUCK	TBC

EDDR	SAARBRUCKEN/ENSHEIM	TBC
EDOP	SCHWERIN-PARCHIM	TBC
UMMS	MINSK-2	TBC
LYPG	PODGORICA/GOLUBOVCI	TBC
LUKK	CHISINAU	TBC
UMMM	MINSK 1	TBC
LBWN	VARNA	TBC
LWSK	SKOPJE	TBC
LPPR	PORTO FRANCISCO SA CARNEIRO	TBC
LYBE	BEOGRAD/SURCIN	TBC

WP 7.1 Continuous Climb Operations

The FOC specified for AOM-0703 (MP level 2) is 12/2015.

Concerning CCO operations, these are not addressed currently in NOP.

It is acknowledged that current practices allow already for continuous climb operations in various environments. However, a clear definition of CCO is not available and it is not yet possible to provide a reporting and planning of deployment.