

INTERIM DEPLOYMENT STEERING GROUP

*INTERIM DEPLOYMENT
PROGRAMME ANNEXE 1
"Applicability area and
timing"*

Table of contents

1. ACTIVITY AREA 1 “COLLABORATIVE FP AND DCB TOOLS”	3
1.1 WP 1.1 – AFP AUTOMATICALLY GENERATED	3
1.2 WP 1.2 – STAM PHASE 1	5
2. ACTIVITY AREA 2 “AIRSPACE MANAGEMENT IMPROVEMENTS AND DATA SHARING”	7
2.1 WP 2.1 – ROLLING ASM / ATFCM PROCESS	7
2.2 WP 2.2 – CDR OPTIMISATION	13
2.3 WP 2.3 – FREE ROUTES	14
2.4 WP 2.4 – MIGRATION OF MILITARY ORGANISATIONS TO EAD	16
3. ACTIVITY AREA 3 “AIRPORT CDM”	17
4. ACTIVITY AREA 4: “AIR-GROUND DATALINK”	20
5. ACTIVITY AREA 5: “AUTOMATED ASSISTANCE TO CONTROLLERS FOR SEAMLESS COORDINATION, TRANSFER AND DIALOGUE”	23
5.1 WP5.1 - OLDI MIGRATION FROM X25 TO IP	23
5.2 WP5.2 - COMPLEMENTARY OLDI MESSAGES	25
6. ACTIVITY AREA 6: “RNP APPROACH”	27
7. ACTIVITY AREA 7: “CDO/CCO APPLICATION”	29
7.1 WP7.1 - CONTINUOUS DESCENT OPERATION (CDO)	29
7.2 WP 7.2 - CONTINUOUS CLIMB OPERATIONS (CCO)	37

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

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).

1. 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).

1.1 WP 1.1 – AFP automatically generated

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	<ul style="list-style-type: none"> • ANSPs • NM
Applicability area	<ul style="list-style-type: none"> • ECAC

IDSG	INTERIM DEPLOYMENT PROGRAMME V3.0 ANNEX 1
-------------	--

Deployment Timing:	
Task 6 to 17	<ul style="list-style-type: none"> • AFP message deployed by ANSP and fully tested by NM 2012: Albania, Austria, Greece, Lithuania, Malta, Portugal, Spain (tasks completed in AENA, some integration testing ongoing on NM side), 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)"
	<ul style="list-style-type: none"> • 2013: Hungary, France, Italy, Finland (15th Nov 2012 Finavia will take in operational use a new software version which has the full AFP functionality according to FCM-003. However, the schedule to activate this functionality is still open), Estonia, Belgium, Bulgaria, Romania, Latvia, Bosnia and Herzegovina, Czech Republic, Ireland.
	<ul style="list-style-type: none"> • 2014: Moldova, Norway, Poland, Azerbaijan, Croatia, Cyprus, Malta (only task 10), the Netherlands(only task 10),.
	<ul style="list-style-type: none"> • 2015: The Former Yugoslav Republic of Macedonia, Slovak republic, Slovenia, Armenia, UK

IDSG	INTERIM DEPLOYMENT PROGRAMME V3.0 ANNEX 1
-------------	--

1.2 WP 1.2 – STAM phase 1

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	<ul style="list-style-type: none"> • ANSPs • NM • AUs
Applicability area	<ul style="list-style-type: none"> • 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.

IDSG	INTERIM DEPLOYMENT PROGRAMME V3.0 ANNEX 1
-------------	--

Deployment Timing:	
Tasks 20, 21, 23, 25, 27 29 to 31	<ul style="list-style-type: none"> Planned for 2014: 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	<ul style="list-style-type: none"> Completed
Task 24 Dynamic Demand and Capacity balancing tools via NOP	<ul style="list-style-type: none"> December 2013

2. Activity Area 2 “Airspace management improvements and data sharing”

2.1 WP 2.1 – Rolling ASM / ATFCM process

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, STANLY developed by DFS, DIANE developed by the French Airforce, as and if appropriate)
- 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	<ul style="list-style-type: none"> • Civil & Mil. ANSPs • EUROCONTROL
Applicability area	<ul style="list-style-type: none"> • ECAC with few exceptions

IDSG	INTERIM DEPLOYMENT PROGRAMME V3.0 ANNEX 1
-------------	--

Deployment Timing:	
40. ASM systems installation and deployment	<ul style="list-style-type: none"> 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)
	<ul style="list-style-type: none"> 2013 deployment schedule would encompass B2B/AIXM upgrade and further implementation in UK (expansion to ACC and military sites), Belgium (expansion to the civil ATS Units including Belgocontrol), the Netherlands (Mil), Bulgaria, Romania (AMC), Czech Republic (Installation is expected in 2013 and continuous development in FAB CE context up to 2015), and Switzerland
	<ul style="list-style-type: none"> 2014 deployment schedule would encompass: Slovakia, Slovenia, Hungary, Austria, Bosnia and Herzegovina, Spain, Sweden, Denmark, Finland, Norway, Latvia and Estonia
	<ul style="list-style-type: none"> 2015 deployment schedule would encompass: Serbia, Moldova, Turkey, Greece, Cyprus, Ukraine and Albania, Italy, France (planned 01/01/2016, and linked to the setting of a FABEC ASM/ATFCM cell), Croatia AMC (Installation is expected in 2013 and continuous development in FAB CE context up to 2015)
	<ul style="list-style-type: none"> No plan yet: Portugal, Lithuania (local CBA under development)

IDSG	INTERIM DEPLOYMENT PROGRAMME V3.0 ANNEX 1
-------------	--

<p>41. Develop Airspace Status integration in AIXM B2B to be interoperable with ADR in AIXM 5.1</p> <p>(Action from ANSPs)</p>	<ul style="list-style-type: none"> • (The actual integration with NM System –ADR- can be performed as from end of December 2013¹) • The detailed planning for each ANSP is in the detailed ANSPs Gantt chart.
<p>42. Performing the integration of ASM support systems with the Network</p>	<ul style="list-style-type: none"> • Same as per task 40
<p>44.Operational ASM data download in AIXM 5.1 with live updates</p> <p>(Action from NM)</p>	<ul style="list-style-type: none"> • End of May 2014
<p>45. Interoperability with ASM tools in AIXM 5.1</p> <p>(Action from NM)</p>	<ul style="list-style-type: none"> • End of May 2014
<p>46. Publication of restrictions in AIXM 5.1 format via B2B</p> <p>(Action from NM)</p>	<ul style="list-style-type: none"> • End of May 2014

¹ This is the operational deployment date after pilot phase

<p>47. Interoperability between EUROCONTROL database, official EAD data and EUROCONTROL operational database (CACD)</p> <p>(Action from NM)</p>	<ul style="list-style-type: none"> • End of 2014
<p>49. Flight Plan filing capability directly via the NOP portal</p> <p>(Action from NM)</p>	<ul style="list-style-type: none"> • End of March 2014
<p>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).</p> <p>(Action from NM)</p>	<ul style="list-style-type: none"> • As from January 2014

IDSG	INTERIM DEPLOYMENT PROGRAMME V3.0 ANNEX 1
-------------	--

WP 2.1.2 relates to the Rolling ASM/ATFCM procedures.

Stakeholder	<ul style="list-style-type: none"> • Civil & Mil. ANSPs • EUROCONTROL
Applicability area	<ul style="list-style-type: none"> • ECAC
	<ul style="list-style-type: none"> •
Deployment Timing:	
53. Procedures - Draft AUP and UUPs including the submission to NM	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • To be finalised by June 2011
56. Implement Procedure 2 Release of Mil airspace	<ul style="list-style-type: none"> • Same as task 53

IDSG	INTERIM DEPLOYMENT PROGRAMME V3.0 ANNEX 1
-------------	--

57. Implement Procedure 3 Requests for unplanned Mil Activity	<ul style="list-style-type: none"> • In progress, not applied by many States
58. Rolling ASM/ATFCM Procedures Development	<ul style="list-style-type: none"> • 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)	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • Same as task 53
Tasks 61 to 63	<ul style="list-style-type: none"> • From 2013 onwards as per the detailed ANSPs' Gantt chart in Annex 2

IDSG	INTERIM DEPLOYMENT PROGRAMME V3.0 ANNEX 1
-------------	--

2.2 WP 2.2 – CDR Optimisation

WP 2.2 relates to CDR optimisation

Stakeholder	<ul style="list-style-type: none"> • Civil & Mil. ANSPs • EUROCONTROL
Applicability area	<ul style="list-style-type: none"> • ECAC where required as substantial number of States do not utilise CDRs
Deployment Timing:	
67. CDR rationalisation	<ul style="list-style-type: none"> • From 2014 onwards applied to the selected list of States (ASM/SG)
68. Procedures Development	<ul style="list-style-type: none"> • To be finalised by the end of 2013.
69. CDR consistency achieved at national, bilateral & sub-regional level.	<ul style="list-style-type: none"> • From 2014 onwards applied to the selected list of States
Tasks 71/72/73	<ul style="list-style-type: none"> • From 2014 onwards applied to the selected list of States

2.3 WP 2.3 – Free routes

WP 2.3 refers to Free Route Airspace (FRA).

The planning for Free Route Airspace deployment is coordinated in the context of RNDiSG work. Any new planning proposal/update should be forwarded to RNDiSG 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 RNDiSG session and the one contained below for ENAV, PANSAs and CROCONTROL will be resolved soon since those ANSPs provided the same inputs to the RNDiSG.

Stakeholder	<ul style="list-style-type: none"> • Civil & Mil. ANSPs • EUROCONTROL • Airspace Users (AU)
Applicability area	<ul style="list-style-type: none"> • Selected number of ATC units, see the deployment schedule below
Deployment Timing:	
Tasks 77 and 78	<ul style="list-style-type: none"> • Deployed by large extent, the outstanding actions mostly in the area of ADR to be completed by the mid 2014
Tasks 78 to 103	<ul style="list-style-type: none"> • 2012: Free Routing already implemented: Ireland (above FL240 in Shannon), Portugal, Sweden and Denmark 24/7
	<ul style="list-style-type: none"> • 2012: DCT2 nights and weekend: Maastricht UAC
	<ul style="list-style-type: none"> • 2012: DCT night: Austria, Finland, Spain, Marseille ACC and Reims ACC

IDSG	INTERIM DEPLOYMENT PROGRAMME V3.0 ANNEX 1
-------------	--

	<ul style="list-style-type: none"> • 2012: DCT some of the airspace: Poland and Germany (Karlsruhe and MUAC)
	<ul style="list-style-type: none"> • 2013: FRA 24/7 part of Madrid ACC, extend in Germany (FRAMAK project contains detailed planning for cross-border Free Route deployment by DFS and MUAC)
	<ul style="list-style-type: none"> • 2013: DCT night: Czech Republic, Serbia, Bosnia and Herzegovina and Croatia, Italy, UK,
	<ul style="list-style-type: none"> • 2014: FRA 24/7, Serbia, The Former Yugoslav Republic of Macedonia, Bosnia and Herzegovina, Hungary and Moldova
	<ul style="list-style-type: none"> • 2014: FRA night: Bordeaux/ Brest/ Paris ACC, Italy, Bulgaria, Romania
	<ul style="list-style-type: none"> • 2015: FRA 24/7 Maastricht UAC, Finland, Norway, Cyprus, Malta, Albania, Latvia, Lithuania, Estonia, Poland , Croatia,
	<ul style="list-style-type: none"> • 2015: DCT night and weekend: Turkey
	<ul style="list-style-type: none"> • 2015: DCT night: Italy, Greece, Ukraine
Tasks 104 to 111	<ul style="list-style-type: none"> • Within 2013-2015 time scale

IDSG	INTERIM DEPLOYMENT PROGRAMME V3.0 ANNEX 1
-------------	--

2.4 WP 2.4 – Migration of military organisations to EAD

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

Stakeholder	<ul style="list-style-type: none"> • Military ANSPs • EUROCONTROL
Applicability area	<ul style="list-style-type: none"> • Selected number of Military ANSPs, sees 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).
Deployment Timing:	
Tasks 114 to 122	<ul style="list-style-type: none"> • 2012: Military organisations already migrated to EAD: Germany, The Netherlands
	<ul style="list-style-type: none"> • 2012: Military information maintained by Civil AIS in EAD: Armenia, Bosnia & Herzegovina, Croatia Hungary, Malta, Serbia, Slovenia, Spain, Sweden, Turkey, Lithuania
	<ul style="list-style-type: none"> • 2013: Belgium, Portugal (to be confirmed through HMAI3 project)
	<ul style="list-style-type: none"> • 2014: Italy, Czech Republic, Poland (to be confirmed through HMAI project)
	<ul style="list-style-type: none"> • 2015: France, Austria, Greece (to be confirmed through HMAI project), UK,(to be confirmed)

³ Harmonisation of Military Aeronautical Information in Europe through EAD

IDSG	INTERIM DEPLOYMENT PROGRAMME V3.0 ANNEX 1
-------------	--

3. Activity Area 3 “Airport CDM”

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

Stakeholder	<ul style="list-style-type: none"> • Airports • ANSPs • Airspace Users
Applicability area	<ul style="list-style-type: none"> • A list of applicable ECAC airports (53 airports) is available in the ESSIP (those airports shall at least perform a CBA to assess the need of implementing A-CDM) • A list of critical airports to the network (about 100 airports) will be published in Q3/2013 by the Airport Operations Team. The applicability area could then be consequently updated.

IDSG	INTERIM DEPLOYMENT PROGRAMME V3.0 ANNEX 1
-------------	--

Deployment Timing:	
Tasks 137 & 142	<ul style="list-style-type: none"> • 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 • Already integrated: Brussels (EBBR), Frankfurt (EDDF), Munich (EDDM), London Heathrow (EGLL), Paris CDG (LFPG)
	<ul style="list-style-type: none"> • 2012: <ul style="list-style-type: none"> ○ Helsinki (EFHK) – Q4, ○ Zurich (LSZH) – Q4
	<ul style="list-style-type: none"> • 2013: <ul style="list-style-type: none"> ○ Berlin Brandenburg International (EDDB) – Q4 ○ Dusseldorf (EDDL) – Q1 ○ Amsterdam (EHAM) – Q4 ○ Dublin (EIDW) – Q2 ○ Milan Malpensa (LIMC) – Q2 ○ Vienna (LOWW) – Q3 ○ Prague (LKPR) – Q2 (A-CDM is in operational use. Only DPI messages exchange is in testing phase - plan is until Q2 2013 ○ Geneva (LSGG) – Q4 ○ Kiev (UKBB) – Q3 ○ Madrid (LEMD)- Q4 ○ Manchester (EGCC) ○ London Gatwick (EGKK) ○ Oslo Gardemoen (ENGM) – Q4

	<ul style="list-style-type: none"> • 2014: <ul style="list-style-type: none"> ○ Stuttgart (EDDS) – Q1 ○ Stockholm Arlanda (ESSA) – Q2 ○ Milan Linate (LIML) – Q4 ○ Birmingham (EGBB) ○ Lisboa ○ Palma (LEPA) ○ Warsaw (EPWA) Q4 ○ Lyon (LFLL) Q4 ○ Athens (LGAV) ○ Istanbul (LTBA) ○ Potential for addition in 2014 – early 2015: <ul style="list-style-type: none"> ○ Hamburg (EDDH) ○ Copenhagen (EKCH) ○ Zagreb (LDZA) ○ Ljubljana (LJLJ) ○ Budapest (LHBP) ○ Vilnius (EYVI)
	<ul style="list-style-type: none"> • 2015: <ul style="list-style-type: none"> ○ Rome Fiumicino (LIRF) – Q2 ○ Venice (LIPZ) – Q2 ○ Paris Orly (LFPO) ○ Tallinn (EETN) ○ Barcelona (LEBL) <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>
Task 141	<ul style="list-style-type: none"> • NM is providing FUM messages as and if requested by airports implementing A_CDM. • 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) • (FUM is also provided to Alborg (EKYT), LMML (Malta)

4. Activity Area 4: “Air-Ground Datalink”

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

Stakeholder	<ul style="list-style-type: none"> • ANSPs, • Airspace Users and • Military authorities
Applicability area	<ul style="list-style-type: none"> • EU plus State that signed the aviation agreement with EU
Deployment Timing:	
All WP tasks except the AU/MIL tasks	<ul style="list-style-type: none"> • 2012 Deployed by Maastricht UAC and Karlsruhe UAC
	<ul style="list-style-type: none"> • 2013 <ul style="list-style-type: none"> ○ Before 7 February 2013: Germany, Switzerland ○ After 7 February 2013: Austria, Portugal, Italy, Portugal, United Kingdom ○ Ireland, France (partial D/L in the Marseille, Reims, Paris ACCs and more limited D/L services in the western part (Brest, Bordeaux
	<ul style="list-style-type: none"> • 2014: Czech Republic

- 2015
 - Before 5 February 2015: Estonia, Finland, Lithuania, Poland, Sweden, Denmark, Serbia (LSSIP report), The Former Yugoslav Republic of Macedonia (LSSIP report), Slovenia (LSSIP report)
 - After 5 February 2015: Bulgaria, Croatia, Cyprus, Hungary, Latvia, Malta, Slovak Republic, Romania, Spain,
 - Greece (no info), Norway (no info)

- 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)

IDSG	INTERIM DEPLOYMENT PROGRAMME V3.0 ANNEX 1
-------------	--

<p>Tasks 159 to 171 (for civil AU)</p>	<ul style="list-style-type: none"> • Installation and procedures according to The Data Link Services Implementing Rule (DLS-IR) from 16 January 2009 published as EC Reg. No. 29/2009 • Implementing Rule key dates <ul style="list-style-type: none"> ○ 1 January 2011 – After this date all new aircraft operating above FL 285 delivered with a compliant system. ○ 5 February 2015 - By this date all aircraft operating above FL 285 shall have been retrofitted with a compliant system. ○ 31 December 2017 - Aircraft which are at least 20 years old and which will cease operation in the concerned airspace before 31 December 2017 are exempt. ○ 1 January 2014 - Aircraft with individual airworthiness certificate before this date that are equipped with Future Air Navigation System (FANS) are exempted for the lifetime of the aircraft. Aircraft entering into service after 1 January 2014 shall comply with the rule. • Potential issues: no technical solutions for A330-300 and A380 yet.
<p>The task for MIL (160 & 161) should adhere to different time schedule not provided in this table</p>	

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

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

5.1 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 regulations (EC) N°633/2007 and (EU) N°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	<ul style="list-style-type: none"> • ANSPs
Applicability area	<ul style="list-style-type: none"> • EU plus States that signed the aviation agreement with EU

Deployment Timing:	
Tasks 178 to 187	<ul style="list-style-type: none"> • 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 2 • 2012: <ul style="list-style-type: none"> ○ FMTP IP V6 Partially Deployed (at least one FMTP link is IP V6 compliant): Belgium, Maastricht UAC ○ 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. ○ End User system ready for FMTP (in most of the cases IPV6 compliant): France, Romania, Lithuania, United Kingdom (For migration from X25, UK planned by 2014), Estonia, Poland, Slovenia, Serbia, Portugal (IPv4 to IPv6 transition is planned to occur mainly in 2013), Spain, , Luxembourg, Hungary, Bosnia and Herzegovina. • 2015: Ireland (For migration from X25) • 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.

IDSG	INTERIM DEPLOYMENT PROGRAMME V3.0 ANNEX 1
-------------	--

5.2 WP5.2 - Complementary OLDI messages

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

Stakeholder	<ul style="list-style-type: none"> • ANSPs
Applicability area	<ul style="list-style-type: none"> • Functional Airspace Blocks
Deployment Timing:	
tasks 190 to 192, 195 to 196 and 198 to 200	<ul style="list-style-type: none"> • 2014:UK-IRL
	<ul style="list-style-type: none"> • 2015: DANUBE FAB (No plan for Bulgaria) and Serbia
	<ul style="list-style-type: none"> • 2016: FABCE (To check if relevant for Hungarocontrol) , Baltic FAB+Belarus+Ukraine+Kalinigrad
	<ul style="list-style-type: none"> • 2018: FABEC, NEFAB, Blue-Med, SW
	<ul style="list-style-type: none"> • 2019: DK/SE
Task 193	<ul style="list-style-type: none"> • Deployed by 2012: • Maastricht UAC (1 interface), Germany and Austria
	<ul style="list-style-type: none"> • 2013: Maastricht UAC, Belgium, the Netherlands, Czech Republic and Switzerland
	<ul style="list-style-type: none"> • 2014: Ireland, Turkey and Bulgaria (Depending on neighbouring states)
	<ul style="list-style-type: none"> • 2015: UK and France (DSNA plans to deploy the AMA message from 2015 to 2018 in line with 4FLIGHT system).
	<ul style="list-style-type: none"> • 2017: Italy,

IDSG

**INTERIM DEPLOYMENT PROGRAMME V3.0
ANNEX 1**

6. 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	<ul style="list-style-type: none"> • ANSPs • Airspace users • Airports
Applicability area	<ul style="list-style-type: none"> • ECAC as mandated by ICAO
Deployment Timing:	
Tasks 205 to 222	<ul style="list-style-type: none"> • Deployed or planned to be deployed in 2012: <ul style="list-style-type: none"> ○ 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	<ul style="list-style-type: none"> • 2013 <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 ○ 4 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
	<ul style="list-style-type: none"> • 2014 <ul style="list-style-type: none"> ○ 8 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 ○ 16 RWY ends in Poland
○	<ul style="list-style-type: none"> ○ 2015 <ul style="list-style-type: none"> ○ 8 RWY ends in Croatia ○ 5 RWY ends in Cyprus ○ 8 RWY ends in Estonia ○ 33 RWY ends in France ○ 15 RWY ends in Portugal ○ 3 RWY ends in Switzerland ○ 6 RWY ends in Poland ○ 5 RWY ends in Finland ○ Note: Feasibility study is in progress in Lithuania (to be finalized by 2013)

IDSG	INTERIM DEPLOYMENT PROGRAMME V3.0 ANNEX 1
-------------	--

7. 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.

7.1 WP7.1 - Continuous Descent Operation (CDO)

Stakeholder	<ul style="list-style-type: none"> • ANSPs, Airspace Users
Applicability area	<ul style="list-style-type: none"> • ECAC – ECAC, especially airports with high penalties due to e.g. traffic volume, airspace structure or handover procedures – (all possible airports including concerned ANSP in the descent/ climb phase taking into account local considerations) • Most penetrated airports are the major hubs - like ECTL Top 5 plus ZRH, MAD and few other -. No need for sophisticated CDO procedures in rather low to medium density airports. • Network Operations Plan: “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. • 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”
	○
Tasks 241 to 262	<ul style="list-style-type: none"> • The planning of the different tasks is dependent on the project at each airport / TMA level • Different aspects to be considered: <ol style="list-style-type: none"> 1. early forced descent from cruising level due to airspace structure or traffic flow organisation, mostly down to lower airspace (FL 240 and below) 2. early descent into TMA flight level (typically between FL 140

IDSG	INTERIM DEPLOYMENT PROGRAMME V3.0 ANNEX 1
-------------	--

	<p>and FL110) and level flight after TMA entry</p> <p>3. level flight during final approach intercept (3000 to 6000 feet)</p> <ul style="list-style-type: none"> • Besides establishment of procedures, monitoring needed both in terms of time and procedure adherence. • Mainly procedure and airspace structure driven, no need for equipment upgrades on GND or airborne.
--	---

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 WALESIA	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

IDSG**INTERIM DEPLOYMENT PROGRAMME V3.0
ANNEX 1**

EBLG	LIEGE	Committed
EBCI	BRUSSELS SOUTH	Committed
LIPE	BOLOGNA/BORGIO 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/ESENBOGA	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 (To be further verified)
ENEV	EVENES	Established
EKAH	AARHUS	Established (To be further verified)
EGPD	ABERDEEN/DYCE	Established
EPKK	KRAKOW/BALICE	Established
LEAM	ALMERIA	Established
LEST	SANTIAGO	Established
EPKT	KATOWICE/PYRZOWICE	Established
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	GIBRALTAR/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

IDSG**INTERIM DEPLOYMENT PROGRAMME V3.0
ANNEX 1**

EDDP	LEIPZIG/HALLE	Established
EDDM	MUENCHEN	Established
LFST	STRASBOURG ENTZHEIM	Established
EDDN	NUERNBERG	Committed
EDDS	STUTTART	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
EDDB	BERLIN/SCHOENEFELD	Committed

7.2 WP 7.2 - Continuous Climb Operations (CCO)

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

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

Mainly procedure and airspace structure driven, no need for equipment upgrades on GND or airborne.

Applicability area is ECAC, especially airports with high penalties due to e.g. traffic volume, airspace structure or handover procedures – (all possible airports including concerned ANSP in the descent/ climb phase taking into account local considerations).

Airports with frequent disruption of CCO:

- London area (biggest penalty, TMA + multiple airport environment)
- Manchester (TMA)
- Frankfurt northeast departures (TMA)
- Cologne departures interfering with Dusseldorf (multiple airport environment)
- Barcelona departures entering France (fixed flight level during handover, FL300)

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.

Potential issues:

- Interruption of climb during TMA operation (i. e. ca. ground to FL 110)
- Interruption of climb due to fixed FL (letters of agreement) during center handover
- Interruption of climb in high density traffic, e.g. multiple airport environment