2014 ASBU Implementation Monitoring Report

ICAO EUR/NAT States results

VERSION 1.2

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1. INTRODUCTION

1.1. Objective and intended audience

This report presents an overview of implementation progress of ICAO ASBU Block 0 Module over the reporting period 2013-2014. The implementation progress was reported by 42 ECAC States and 4 non-ECAC States within ICAO EUR/NAT Region, where information of ECAC States were collected based upon ESSIP/LSSIP process and non-ECAC States were requested to report implementation progress through revised ATMGE State Report.

This report was developed by EUROCONTROL in cooperation with ICAO EUR/NAT Office. The aim is to inform the ICAO European Air Navigation Planning Group (EANPG) on the progress made and seek further endorsement for the reporting and monitoring methodology.

1.2. Background

The Fourth Edition of the Global Air Navigation Plan (GANP) based on the Aviation Systems Block Upgrades (ASBU) approach had been endorsed by the 38th Assembly of ICAO and the Assembly Resolution 38-02 which agreed, amongst others, to call upon States, planning and implementation regional groups (PIRGs), and the aviation industry to provide timely information to ICAO, and to each other, regarding the implementation status of the GANP, including the lessons learned from the implementation of its provisions and to invite PIRGs to use ICAO standardised tools or adequate regional tools to monitor and, in collaboration with ICAO, analyse the implementation status of air navigation systems.

At EANPG meeting/55 which took place on 25-28 November 2013, it was agreed that in order to enable monitoring and reporting of the current priorities, a cooperative mechanism would be put in place between ICAO and EUROCONTROL. This mechanism would encompass the utilisation of the EUROCONTROL ESSIP/LSSIP process complemented by a specific ICAO EUR ASBU questionnaire. As a first step, this cooperative regional mechanism would address the initial high priority modules.

Pursuant to EANPG Conclusion 55/02a - the ASBU Block 0 Modules prioritisation table, as provided in Appendix G to EANPG/55 report, was endorsed as the initial version of the EUR ASBU Implementation Plan, which presents a link between ICAO ASBU B0 Modules and ESSIP Objectives and establishes a basis for the reporting mechanisms of the EUR/NAT Region (See Annex 2).

Pursuant to EANPG Conclusion 55/02b - the mechanism for monitoring and reporting the implementation status of Priority 1 Modules, using the combined efforts of EUROCONTROL ESSIP/LSSIP mechanism and the ICAO EUR questionnaire, as provided at Appendix F to EANPG/55 report, in an effort to avoid duplication of reporting.

1.3. Scope of reporting

The progress report is based on information submitted by 42 ECAC States and 4 non-ECAC States as highlighted in green in the picture below. States indicated in red did not submit progress information.
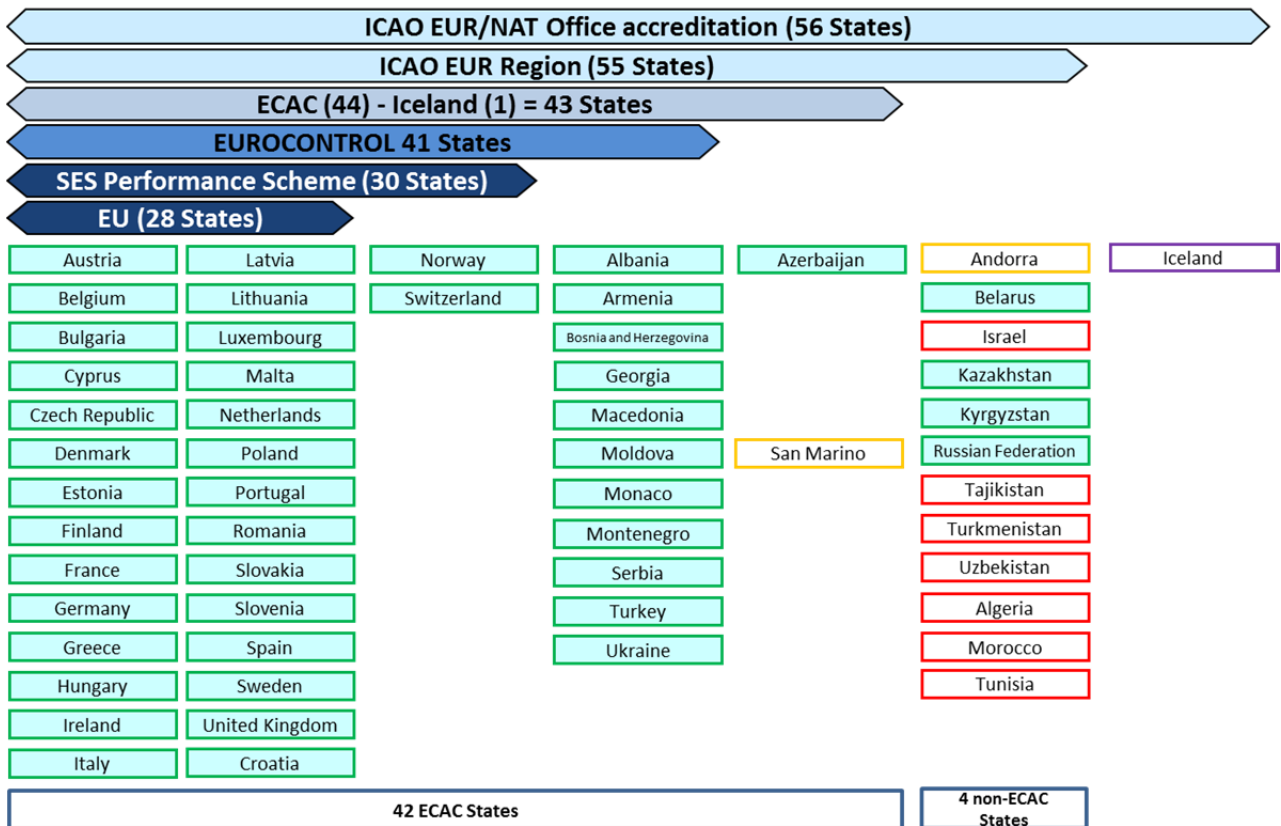
1.4. Structure of the report

Chapter 2 provides a concise description about the ESSIP/LSSIP process and corresponding colour scheme for different progress.

Chapter 3 presents an overview of current Block 0 implementation status of 42 ECAC States and 4 non-ECAC states.

Annex 1 includes detailed progress report of each Block 0 Module objective.

Annex 2 presents the link between ICAO ASBU B0 module and ESSIP objectives.

2. ESSIP/LSSIP PROCESS

This chapter briefly describes the ESSIP/LSSIP process adopted for progress reporting and definition of different process. It also includes a list of States that are within the scope of reporting.

2.1. Description

EUROCONTROL ESSIP/LSSIP process is a robust mechanism to support Single European Sky (SES) and SESAR deployment planning and reporting. The process sits at the crossroads of multiple performance improvement initiatives synergising the planning and monitoring activities of all stakeholders involved: State civil and military authorities, air navigation service providers and airport operators, all categories of airspace users. This cyclic process comprises three main components (see figure below):

1. Deployment planning: ESSIP Plan
2. Deployment reporting and monitoring at local (LSSIP documents) level
3. Deployment reporting and monitoring at European level: ESSIP Report

The ESSIP Plan contains the detailed implementation objectives and Stakeholder Lines of Action (SLoA) to be achieved within coordinated time scales. Its target audience includes planning staff from the various stakeholders participating in ESSIP, both at European and National level. It is produced every year.

The ESSIP Report assesses the level of success in the implementation progress of ESSIP objectives at ECAC level for the benefit of all aviation stakeholders. For each of the objectives it highlights critical issues, main reasons for delays, (positive) progress and it proposes remedial actions at network level. It is based on information gathered from the Local Single Sky ImPlementation (LSSIP) documents and closes the loop between the monitoring and planning phases of the ESSIP/LSSIP yearly cycle. Understanding what happened during the reporting period puts into perspective the investments and actions to real benefits and enables to steer implementation.
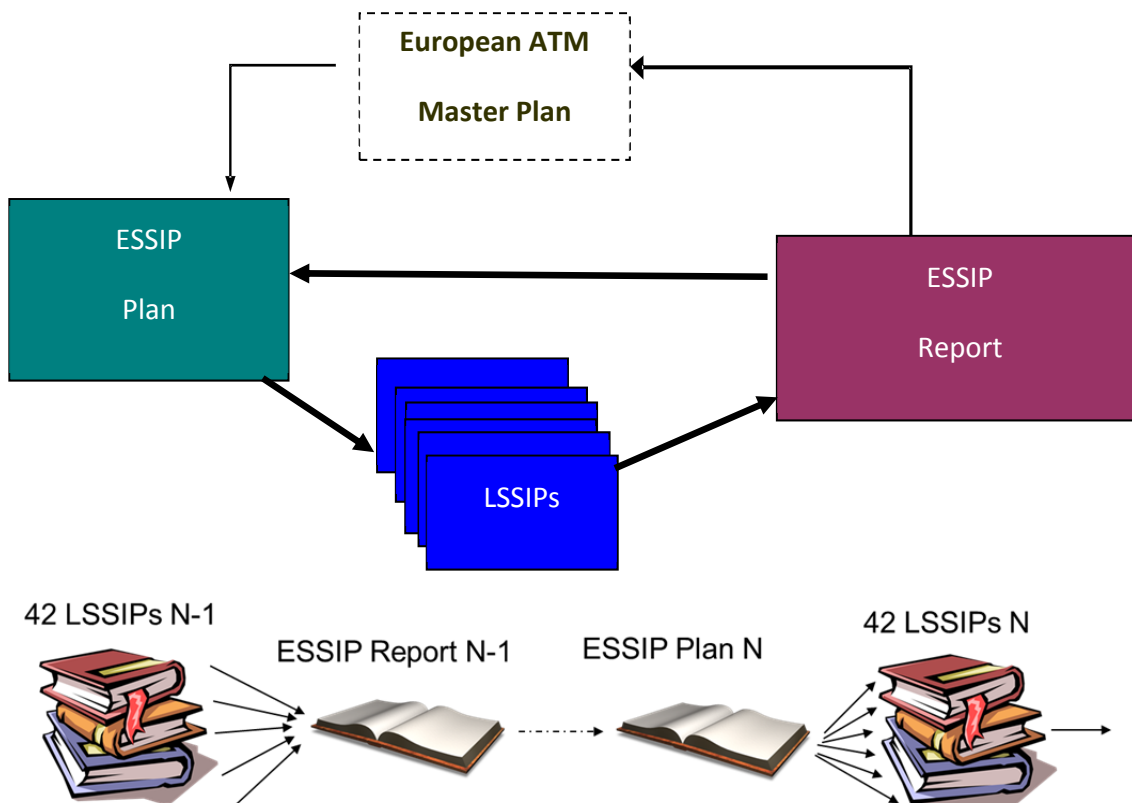
2.2. Explanation of the progress reporting

In the context of ESSIP/LSSIP process, the following colour scheme is used for the assessment of progress of each implementation objective and for each ECAC State.

Colour	Status		Colour	Status
■ (dark green)	Completed		■ (red)	No Plan
■ (green)	Partly Completed		■ (grey)	Not Applicable
■ (pale green)	Planned		☐ (white)	Missing Data
■ (orange)	Late			

Definitions of individual progress have been defined as agreed for the ESSIP/LSSIP process:

"Progress"	"Progress" Definition
Completed	The development or improvement aimed by a Stakeholder Lines of Actions (SLoA), by the Objective or at Stakeholder level is reportedly fulfilled (it is either in operational use or there is reported on-going compliance by the stakeholder(s) as applicable).
Partly Completed	Implementation is reportedly on-going, however not yet fully completed: • Most of the Local Action(s) (LAs) or SLoAs are completed or implemented, **but** the aimed development or improvement is not yet operational; **or** • The development or improvement aimed through this SLoA is operational, **but** compliance with the applicable requirements or specifications is only partially achieved.
Planned	A **planned schedule** and **proper (budgeted) action** are specified; **and** the level of implementation so-far does not qualify the SLoA as "Partly Completed".
Late	• Part or all of the actions leading to completion (of a SLoA or at Stakeholder or State level) are "Planned" to be achieved **after** the ESSIP target date; **or** their implementation is ongoing but will be achieved **later** than that date; **or** • None or only too little actions have started vs. the timing needed for full implementation/ completion; **or** • The ESSIP target date is already exceeded.
No Plan	**1)** The Stakeholder has reviewed the SLoA/ Objective and: a) has no intention (yet) to plan or implement it (implying that the Stakeholder has given some consideration to the SLoA/Objective and its possible benefits), **or** b) has not (yet) a defined or approved implementation plan and/or budget for the Objective/SLoA concerned **Or** **2)** The Stakeholder has neither reviewed the SLoA/ Objective nor considered its participation in the Objective/ SLoA concerned. The Stakeholder **must** then provide a statement of intentions.
Not Applicable	The SLoA or Objective is found to be **not applicable** for this Stakeholder or State.
Missing Data	Lack of data from a Stakeholder makes it **impossible to define "Progress"**, for a SLoA, Stakeholder or State.

For the ICAO ASBU B0 Modules, the following colour scheme is used.

"Progress"	"Progress" Definition
	'**On time**' - Implementation progressing on time. No delays expected.
	'**Late**' - Estimated achievement date beyond ESSIP Panning date. Delayed implementation.
	'**Risk of delay**' - Estimated achievement date is in line with ESSIP FOC date but there are risks that could jeopardise timely implementation of the ESSIP objective. In exceptional cases, "Risk of Delay" status can be attributed to objectives that are estimated to be achieved beyond ESSIP FOC date. This is where experts decide that current delays will not impact the overall implementation. These intermediate delays can be max up to 12 months beyond ESSIP FOC. If more than 12 months, objective has to be declared as "late".

3. 2014 ASBU IMPLEMENTATION PROGRESS FOR EUR/NAT States

This chapter presents an overview of implementation progress of ASBU Block 0 Modules for 42 ECAC and 4 non-ECAC States. The Modules are broken down in two parts according to the level of priority, i.e. Priority 1 and Other Modules and sorted alphabetically. For ECAC States, implementation progress of each objective is detailed in Annex 1.

3.1. PRIORITY 1 MODULES IMPLEMENTATION (42 ECAC States)[1]

This table shows the number of States in each progress stage within the applicability area. Please note AOP04.1 and AOP04.2 are airport related objectives.

B0 ASBU	ESSIP Objective	Completed	Partly completed	Planned	Late	No Plan	Not applicable
ACAS	ATC16	8	10	22	1	1	
APTA	NAV10	5	4	24	1	6	1
DATM	INF04	25			14	1	1
FICE	ATC17	2	6	29		3	1
	ITY-COTR	11	6		20	1	
	ITY-FMTP	22	1		19		
SNET	ATC02.2	34			8		
	ATC02.5	21	3	12	3	1	2
	ATC02.6	19	2	11	4	1	2
SURF	AOP04.1	25			21		1
	AOP04.2	19	8	16	3		1

B0-ACAS	**ATC16**	**Implement ACAS II compliant with TCAS II change 7.1**	**12/2015**	🟢
	ACAS Improvements		**12/2015**	

Details in Annex 1 B0-ACAS
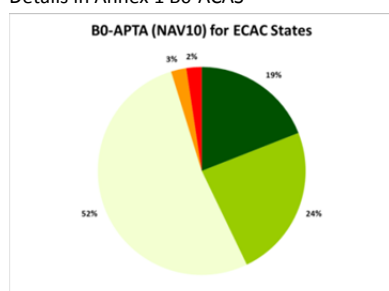
B0-APTA	**NAV10**	**Implement APV procedures**	**12/2016**	🟢
	Optimization of Approach Procedures including vertical guidance		**12/2018**[2]	

Details in Annex 1 B0-APTA

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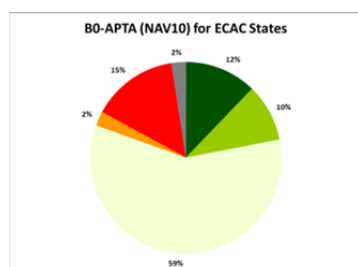
[1] Source: ESSIP Report Edition 2014

EANPG/55 REPORT - APPENDIX G - EUR ASBU IMPLEMENTATION PLAN

[2] Note: the implementation progress displayed is based on the ESSIP Full Operational Capability (FOC) date which may change when ICAO FOC is considered.

B0-DATM	INF04	Implement integrated briefing	12/2012	🟠
		Service Improvement through Digital Aeronautical Information Management	12/2015	

Details in Annex 1 B0-DATM

B0-DATM (INF04) for ECAC States

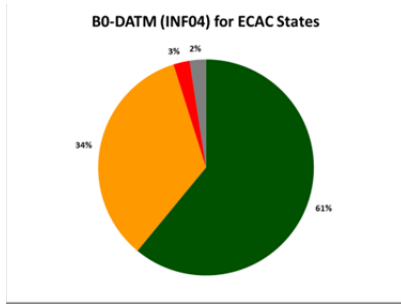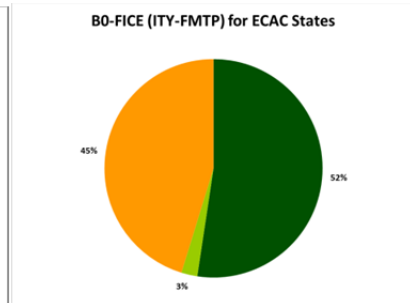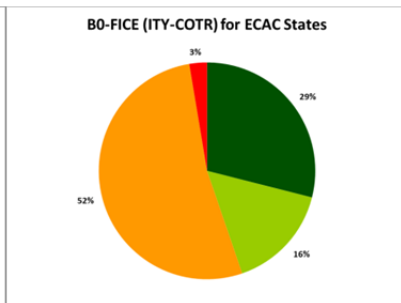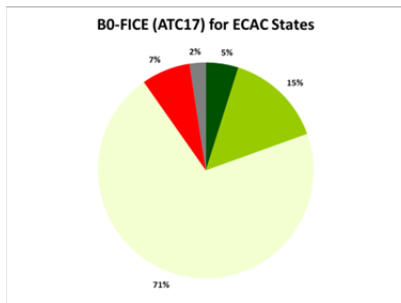| B0-FICE	ATC17	Electronic Dialogue as Automated Assistance to Controller during Coordination and Transfer	12/2018	🟢
		Increased Interoperability, Efficiency and Capacity through Ground-Ground Integration	12/2015	
	ITY-COTR	Implementation of ground-ground automated co-ordination processes	02/2015	🟠
		Increased Interoperability, Efficiency and Capacity through Ground-Ground Integration	12/2015	
	ITY-FMTP	Apply a common flight message transfer protocol (FMTP)	12/2014	🟠
		Increased Interoperability, Efficiency and Capacity through Ground-Ground Integration	12/2015	

Details in Annex 1 B0-FICE

B0-FICE (ATC17) for ECAC States

B0-FICE (ITY-COTR) for ECAC States

B0-FICE (ITY-FMTP) for ECAC States

B0-SNET	ATC02.2	Implement ground based safety nets - Short Term Conflict Alert (STCA) - level 2	01/2013	🟠
		Increased Effectiveness of Ground-Based Safety Nets – STCA	12/2018	
	ATC02.5	Implement ground based safety nets - Area Proximity Warning - level 2	12/2016	🟢
		Increased Effectiveness of Ground-Based Safety Nets – APW	12/2018	
	ATC02.6	Implement ground based safety nets - Minimum Safe Altitude Warning - level 2	12/2016	🟢
		Increased Effectiveness of Ground-Based Safety Nets – MSAW	12/2018	

Details in Annex 1 B0-SNET

B0-SNET (ATC02.2) for ECAC States

B0-SNET (ATC02.5) for ECAC States

B0-SNET (ATC02.6) for ECAC States

B0-SURF	AOP04.1	Implement Advanced Surface Movement Guidance and Control System (A-SMGCS) Level1	12/2011	🟠
		Safety and Efficiency of Surface Operations (A-SMGCS Level 1-2)	12/2018	
	AOP04.2	Implement Advanced Surface Movement Guidance and Control System (A-SMGCS) Level 2	12/2017	🟢
		Safety and Efficiency of Surface Operations (A-SMGCS Level 1-2)	12/2018	

Details in Annex 1 B0-SURF

B0-SURF (AOP04.1) for ECAC States

B0-SURF (AOP04.2) for ECAC States
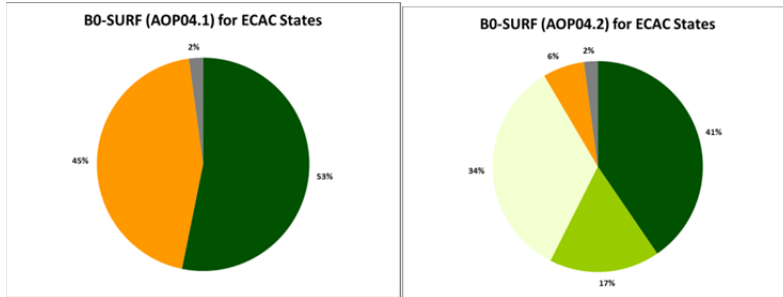
3.2. OTHER BLOCK 0 MODULES IMPLEMENTATION (42 ECAC States)

This table shows the number of States in each progress stage within the applicability area. Please note ENV01 is an airport related objective.

B0 ASBU	ESSIP Objective	Completed	Partly completed	Planned	Late	No Plan	Not applicable	Missing data
ACDM	AOP05	9	11	13	9		4	
ASUR	ITY-SPI	3	8	17	9		1	
CDO	ENV01	42	1		13		3	
FRTO	AOM19	4	10	16		7	3	1
	NAV03	19			17	3	1	
NOPS	FCM01	25	1		14		2	
RSEQ	ATC07.1	9	3	3	3	1	4	
	ATC15	7	4	9	2	4	4	
TBO	ITY-AGDL	7	1	4	21	3	1	

B0-ACDM	**AOP05**	**Implement Airport Collaborative Decision Making (CDM)**	**01/2016**	🟠
	Improved Airport Operations through Airport- CDM		-	

Details in Annex 1 B0-ACDM

B0-ACDM (AOP05) for ECAC States
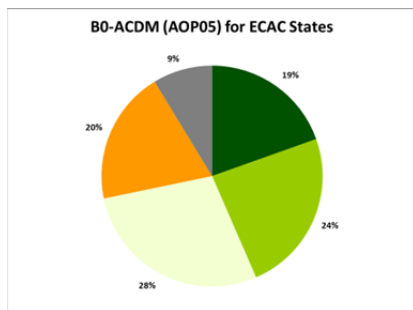
B0-ASUR	**ITY-SPI**	**Surveillance performance and interoperability**	**12/2019**	🟢
	Initial capability for ground surveillance		-	

Details in Annex 1 B0-ASUR

B0-ASUR (ITY-SPI) for ECAC States

B0-CDO	**ENV01**	**Implement Continuous Descent Operations (CDO) techniques for environmental improvements**	**12/2013**	🟠
	Improved Flexibility and Efficiency in Descent Profiles (CDO)		-	

Details in Annex 1 B0-CDO

B0-CDO (ENV01) for ECAC States
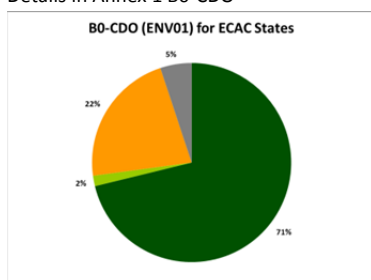
B0-FRTO	AOM19	Implement Advanced Airspace Management	12/2016	🟢
		Improved Operations through Enhanced En-Route Trajectories	-	
	NAV03	Implementation of P-RNAV	12/2012	🟠
		Improved Operations through Enhanced En-Route Trajectories	-	

Details in Annex 1 B0-FRTO
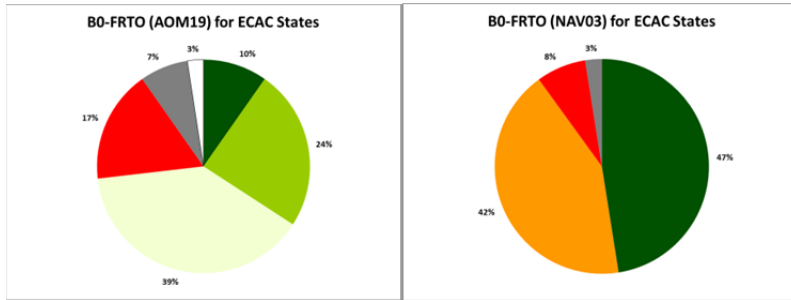
| B0-NOPS | FCM01 | Implement enhanced tactical flow management services | 12/2006 | 🟠 |
| | | Improved Flow Performance through Planning based on a Network-Wide view | - | |

Details in Annex 1 B0-NOPS

B0-RSEQ	ATC07.1	Implement arrival management tools	12/2015	⚠️
		Improve Traffic flow through Runway Sequencing (AMAN/DMAN)	-	
	ATC15	Implement, in En-Route operations, information exchange mechanisms, tools and procedures in support of Basic AMAN operations	12/2017	🟢
		Improve Traffic flow through Runway Sequencing (AMAN/DMAN)	-	

Details in Annex 1 B0-RESQ

Details in Annex 1 B0-TBO

B0-TBO (ITY-AGDL) for ECAC States

3.3. PRIORITY 1 MODULES IMPLEMENTATION (4 non-ECAC States)[3]

This table shows the implementation status of 4 non-ECAC States[4] for each concerning ASBU. Please note AOP04.1 and AOP04.2 are airport related objectives.

B0 ASBU	ESSIP Objective	Completed	Partly completed	Planned	Late	No Plan
ACAS	ATC16			BEL	R	KAZ, KGZ
APTA	NAV10			BEL, R		KAZ, KGZ
DATM	INF04		BEL, KGZ	KAZ, R		
FICE	ATC17		KAZ	BEL, KGZ, R		
	ITY-COTR		BEL, KAZ, R			KGZ
	ITY-FMTP		BEL, KAZ		R	KGZ
SNET	ATC02.2	KAZ	R	BEL		KGZ
	ATC02.5	KAZ	R	BEL	KGZ	
	ATC02.6	KAZ		BEL	KGZ, R	
SURF	AOP04.1	KAZ	R	BEL, KGZ		
	AOP04.2			BEL, KGZ, R		KAZ

3.4. OTHER BLOCK 0 MODULES IMPLEMENTATION (2 non-ECAC States)

This table shows the implementation progress of Russian Federation and Kyrgyzstan for each concerning ASBU. Please note ENV01 is an airport related objective.

B0 ASBU	ESSIP Objective	Partly completed	Planned	Late	No Plan	Not applicable
ACDM	AOP05		R		KGZ	
ASUR	ITY-SPI	KGZ	R			
CDO	ENV01		R	KGZ		
FRTO	AOM19		R			KGZ
	NAV03			R		KGZ
NOPS	FCM01	R			KGZ	
RSEQ	ATC07.1		R		KGZ	
	ATC15		R		KGZ	
TBO	ITY-AGDL	R			KGZ	

Given the diversity of individual implementation status and limited number of States that have provided information, it is not accurate to determine the overall implementation status for each ASBU for non-ECAC Sates, therefore other non-ECAC States are encouraged to provide information on their ASBU implementation in the next reporting cycle.

3 Source: EANPG/55 REPORT - APPENDIX G - EUR ASBU IMPLEMENTATION PLAN

4 Belarus (BEL), Kazakhstan(KAZ), Kyrgyzstan(KGZ) and Russian Federation(R).

Annex 1 DETAILED BLOCK 0 IMPLEMENTATION PROGRESS FOR 42 ECAC STATES

In this annex, the implementation progress of each B0 Module with corresponding ESSIP objective is explained in detail. ESSIP Report 2014 is used as reference for each progress report where progress is reported within the applicability area. The progress reports are arranged in a similar manner as the overview in Chapter 3.

B0-ACAS - ATC16 - Implement ACAS II compliant with TCAS II change 7.1

ESSIP FOC: 12/2015
Planned Achievement: 12/2015 (80% completion)

△ **(months):** 0

On Time

19% complete

Overview of progress	2014	2013	Deltas 2014-2013
Completed	8 [AL, CY, IT, LT, LU, MAS, ME, RS]	5 [IT, LU, MAS, ME, RS)	+3 / +[AL, CY, LT]
Partly Completed	10 [BE, CH, DE, FI, FR, NL, SE, SI, TR, UK]	8 [CH, DE, FR, LT, NL, SE, TR, UK)	+2 / +[BE, FI, SI] / -[LT]
Planned	22 [AM, AT, BA, BG, CZ, DK, EE, ES, GR, HR, HU, IE, LV, MD, MK, MT, NO, PL, PT, RO, SK, UA]	27 [AL, AM, AT, AZ, BE, BG, CY, CZ, DK, EE, ES, FI, GR, HR, HU, IE, LV, MD, MK, MT, NO, PL, PT, RO, SI, SK, UA)	-5 / +[BA] / -[AL, AZ, BE, CY, FI, SI]
Late	1 [AZ]	1 [BA)	0 / +[AZ] / -[BA]
No Plan	1 [GE]	1 [GE)	0
Latest to complete the Objective	AZ - 12/2018	BA, CH, CZ, DE, ES, FI, FR, GR, MD, MT, NO, RO, UA, UK - 12/2015	36 months
Planned Objective achievement (80%)	2015 (95.24 %)	2015 (97.62 %)	0

Stakeholders matters

A few ANSPs still seem to misunderstand the requirement in ATC16-ASP02 -Establish ACAS II performance monitoring- which in fact only calls for the implementation (as for PANS-ATM - ICAO Doc. 4444) of a monitoring and reporting mechanism in the ANSP to account for care of RA reports.

Some Military Authorities do not seem to have fully acknowledged yet the fact that aircrews of tactical aircraft, not equipped with ACAS II, still need to be trained to understand the possible impact of operating high performance aircraft in an airspace environment with ACAS equipped aircraft (ATC16-MIL02).

Main reasons for delay

No delays identified at this stage of implementation.

ATC16 – Implement ACAS II compliant with TCAS II change 7.1

Edition 2014
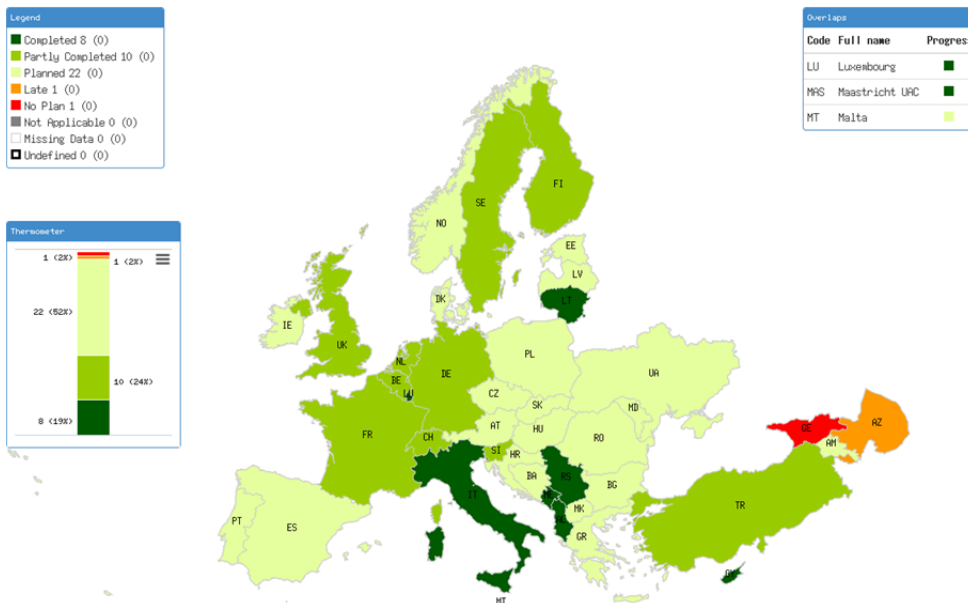
B0-APTA - NAV10 - Implement APV procedures

ESSIP FOC: 12/2016
Planned Achievement: 12/2016 (80% completion)

△ **(months):** 0

On Time

12% complete

Overview of progress	2014	2013	Deltas 2014-2013
Completed	5 [AM, AT, CZ, DE, SE]	2 [AM, AT)	+3 / +[CZ, DE, SE]
Partly Completed	4 [CH, FI, NL, UK]	6 [CH, CZ, FR, IT, NL, UK]	-2 / +[FI] / -[CZ, FR, IT]
Planned	24 [AZ, BE, BG, CY, EE, ES, FR, GE, GR, HR, IE, IT, LT, LV, MK, MT, NO, PL, PT, RO, SI, SK, TR, UA]	23 [AZ, BE, BG, CY, DE, EE, ES, FI, GE, HR, IE, LT, LV, MD, MK, MT, NO, PL, PT, RO, SK, TR, UA)	+1 / +[FR, GR, IT, SI] / -[DE, FI, MD]
Late	1 [MD]	1 [SE)	0 / +[MD] / -[SE]
No Plan	6 [AL, BA, DK, HU, ME, RS]	9 [AL, BA, DK, GR, HU, LU, ME, RS, SI)	-3 / -[GR, LU, SI]
Not Applicable	1 [LU]	1 [MAS)	0 / +[LU] / -[MAS]
Latest to complete the Objective	AZ, BG, CH, FI, FR, GE, GR, HR, IT, LT, LV, MD, MK, MT, NL, NO, RO, SI, UA, UK - 12/2016	SE - 12/2018	-24 months
Planned Objective achievement (80%)	2016 (82.93 %)	No Data (76.19 %)	

Stakeholders matters

4 states have reported that EASA Material is considered directly applicable and hence no need for National Regulation to be published to cover this subject. Most of ANSPs have planned to develop a National Safety Case but there are examples where EUROCONTROL Generic Safety Case will be used and Local Safety Case.

Main reasons for delay

Potential risks that can cause delay:
- APV Implementation depends from the business needs defined by the airport operators;
- Implementation is based on a list of criteria which have been developed taking into account safety, operational, economic and environmental factors;
- Implementation depends from the development and approval of the National PBN Concept of Operation and National PBN Plan;
- Longer than expected for the development and approval of the feasibility study and CBA for each runway end in the state -s territory;

Recommendation to stakeholders or expected evolution of the objective

The objective may be revisited following the publication of the PBN IR expected by the beginning of the year 2016.

NAV10 - Implement APV procedures
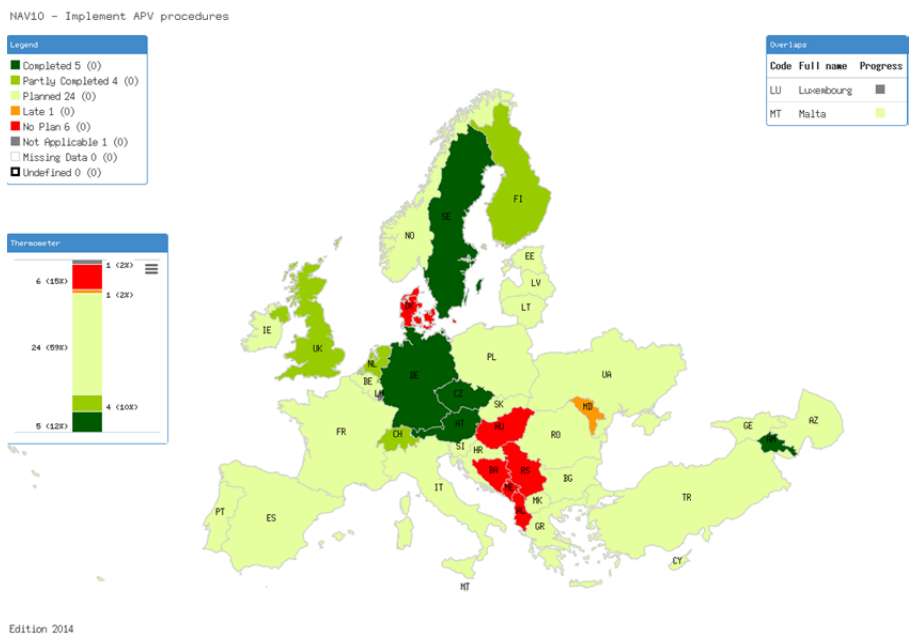
B0-DATM - INF04 - Implement integrated briefing

ESSIP FOC: 12/2012
Planned Achievement: 12/2015 (80% completion)

△ **(months):** +36

Late

61% complete

Overview of progress	2014	2013	Deltas 2014-2013
Completed	25 [AL, AM, AT, AZ, BE, CH, CY, CZ, DK, EE, FR, LT, LV, MD, MK, MT, NL, NO, PT, SE, SI, SK, TR, UA, UK]	25 [AL, AM, AT, AZ, BE, CH, CY, CZ, DK, EE, FR, LT, LV, MD, MK, MT, NL, NO, PT, SE, SI, SK, TR, UA, UK)	0
Late	14 [BA, BG, DE, FI, GE, GR, HR, HU, IT, LU, ME, PL, RO, RS]	15 [BA, BG, DE, ES, FI, GE, GR, HR, HU, IT, LU, ME, PL, RO, RS)	-1 / -[ES]
No Plan	1 [ES]	...	+1 / +[ES]
Not Applicable	1 [IE]	2 [IE, MAS)	-1 / -[MAS]
Latest to complete the Objective	HR - 12/2017	HR - 12/2017	0 months
Planned Objective achievement (80%)	2015 (80.49 %)	2015 (83.33 %)	0

Stakeholders matters

Some ANSPs that were already late in 2013 did introduce in this cycle an additional delay of one year in their implementation plans (BA, BG, GE, HU, IT, LU, and RO). The objective is optional to Military however it is recommended the implementation by those Units that provide briefing service to both civil and military. There was no progress in relation to last reporting cycle.

Main reasons for delay

Main reasons for delay are:
- States are waiting for the implementation of new systems (BA, DE, GE and GR)
- Migration to EAD is expected but not yet achieved
- In house developments and upgrades have been done using a step approach
- Institutional aspects for integration of different sources of data remains a problem

Recommendation to stakeholders or expected evolution of the objective

It is recommended that States develop realistic plans in relation to this objective as there are postponements of implementation year after year. It may be considered that this objective could be addressed by ICAO.

INF04 - Implement integrated briefing

Legend
Completed 25 (0)
Partly Completed 0 (0)
Planned 0 (0)
Late 14 (0)
No Plan 1 (0)
Not Applicable 1 (0)
Missing Data 0 (0)
Undefined 0 (0)
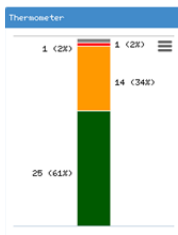
Overlaps
Code	Full name	Progress
MT	Malta	
LU	Luxembourg	
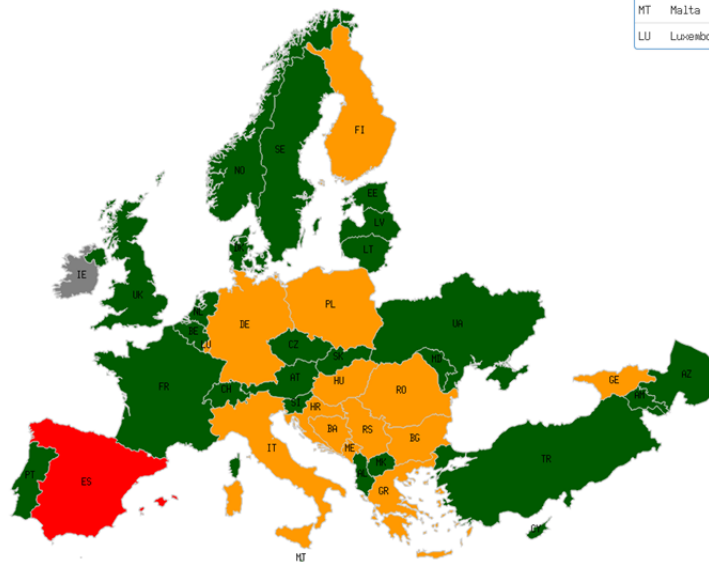
Edition 2014

B0-FICE - ATC17 - Electronic Dialogue as Automated Assistance to Controller during Coordination and Transfer

ESSIP FOC: 12/2018
Planned Achievement: 12/2018 (80% completion)

△ **(months):** 0

On Time

5% complete

Overview of progress	2014	2013	Deltas 2014-2013
Completed	2 [FI, HR]	1 [HR]	+1 / +[FI]
Partly Completed	6 [BG, CH, DE, HU, NL, RO]	6 [BG, CH, DE, FI, NL, RO)	0 / +[HU] / -[FI]
Planned	29 [AL, AM, AT, AZ, BA, BE, CY, CZ, DK, EE, ES, FR, GE, GR, IT, LT, LV, MAS, MD, ME, MK, MT, PL, PT, RS, SE, SI, TR, UK]	30 [AL, AM, AT, AZ, BA, BE, CY, CZ, DK, EE, ES, FR, GE, GR, HU, IT, LT, LV, MAS, MD, ME, MK, MT, PL, PT, RS, SE, SI, TR, UK)	-1 / -[HU]
No Plan	3 [LU, NO, UA]	3 [LU, NO, UA)	0
Not Applicable	1 [IE]	1 [IE)	0
Latest to complete the Objective	AL, AZ, BA, BG, CY, DK, EE, FR, GR, HU, IT, LT, LV, MD, ME, NL, PL, PT, RO, RS, SE, SI, UK - 12/2018	AL, BA, BE, BG, CY, DK, EE, FR, GR, HU, IT, LT, LV, MAS, MD, ME, NL, PL, PT, RO, RS, SE, SI, UK - 12/2018	0 months
Planned Objective achievement (80%)	2018 (90.24 %)	2018 (90.24 %)	0

Stakeholders matters

Implementation of ASP02 (PAC and COD) is fairly advanced, with 18 centres having completed the action and another 11 partially completed it. Implementation of ASP03 (transfer and communication process) and ASP04 (electronic dialogue procedure in coordination process) evolve at a slower pace, in a fairly similar manner.

Main reasons for delay

Of the 3 States currently declaring of not having a plan, one (Norway) mentions that the implementation will be considered in relation to the next generation ATM system, one (Luxembourg) declares that the functions are already available in their system, but not in operation pending requests from neighbouring centres. The third one (Ukraine) declares the objective as being under review.
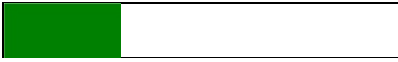
ATC17 - Electronic Dialogue as Automated Assistance to Controller during Coordination and Transfer

Edition 2014
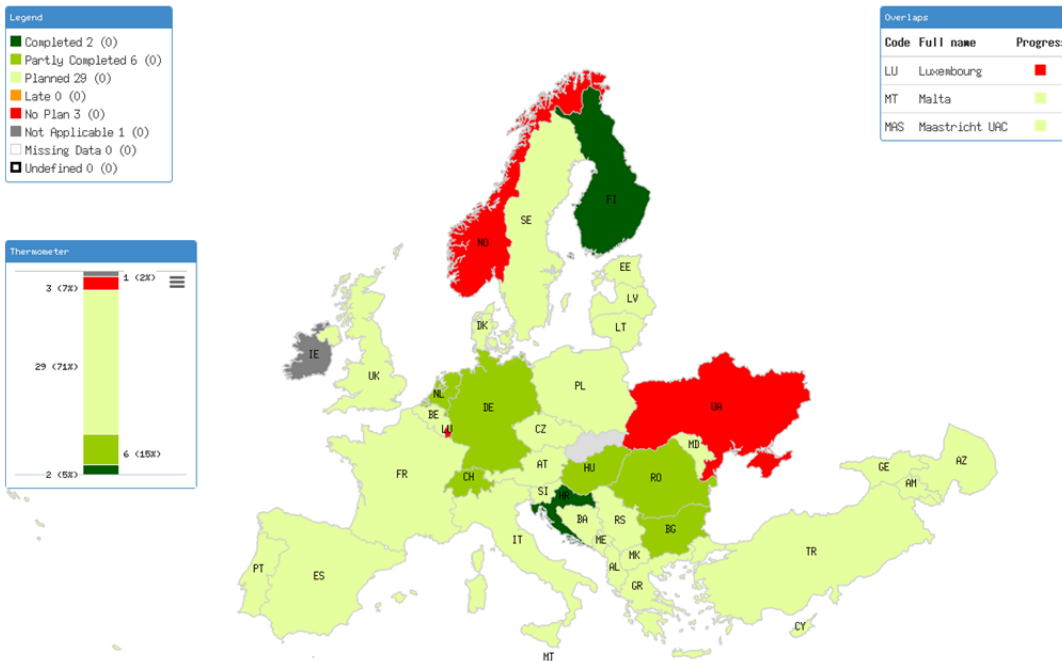
B0-FICE - ITY-COTR - Implementation of ground-ground automated co-ordination processes

ESSIP FOC: 02/2016 **Planned Achievement:** 06/2016 (80% completion) **29% complete**	△ **(months): +4** **Late**	

Overview of progress	2014	2013	Deltas 2014-2013
Completed	11 [AL, AT, CH, EE, IE, LU, MAS, ME, NL, PL, RS]	8 [AL, CH, EE, LU, MAS, ME, PL, RS]	+3 / +[AT, IE, NL]
Partly Completed	6 [BG, FI, LV, MD, MK, RO]	9 [BG, CZ, GR, LT, LV, MK, NL, RO, SE]	-3 / +[FI, MD] / -[CZ, GR, LT, NL, SE]
Planned	...	3 [CY, FI, MD)	-3 / -[CY, FI, MD]
Late	20 [BA, CY, CZ, DE, DK, ES, FR, GE, GR, HR, HU, IT, LT, MT, NO, PT, SE, SI, SK, UK]	18 [AT, BA, BE, DE, DK, ES, FR, GE, HR, HU, IE, IT, MT, NO, PT, SI, SK, UK)	+2 / +[CY, CZ, GR, LT, SE] / -[AT, BE, IE]
No Plan	1 [BE]	...	+1 / +[BE]
Latest to complete the Objective	HR - 12/2017	IT - 10/2016	14 months
Planned Objective achievement (80%)	2016 (81.58 %)	2015 (81.58 %)	16

Stakeholders matters
64% of Military stakeholders reported this objective as not applicable to them.

Main reasons for delay
- the operational use depends on neighboring centers (BE, CY, HR, LT) - implementation linked to A/G Data-Link implementation (CZ) - MIL centers capability upgrade (DE, DK) - new system upgrade will address this implementation (GE, GR, IT, MT, NO, SI, UK) - technically capable but operational implementation postponed (HU, SE, SK)

Recommendation to stakeholders or expected evolution of the objective
This objective is one of the important enablers in implementation of AF3 related to Flexible Airspace Management and Free Route. Non-compliance may lead to delays in AF3 implementation.

ITY-COTR - Implementation of ground-ground automated co-ordination processes

Edition 2014
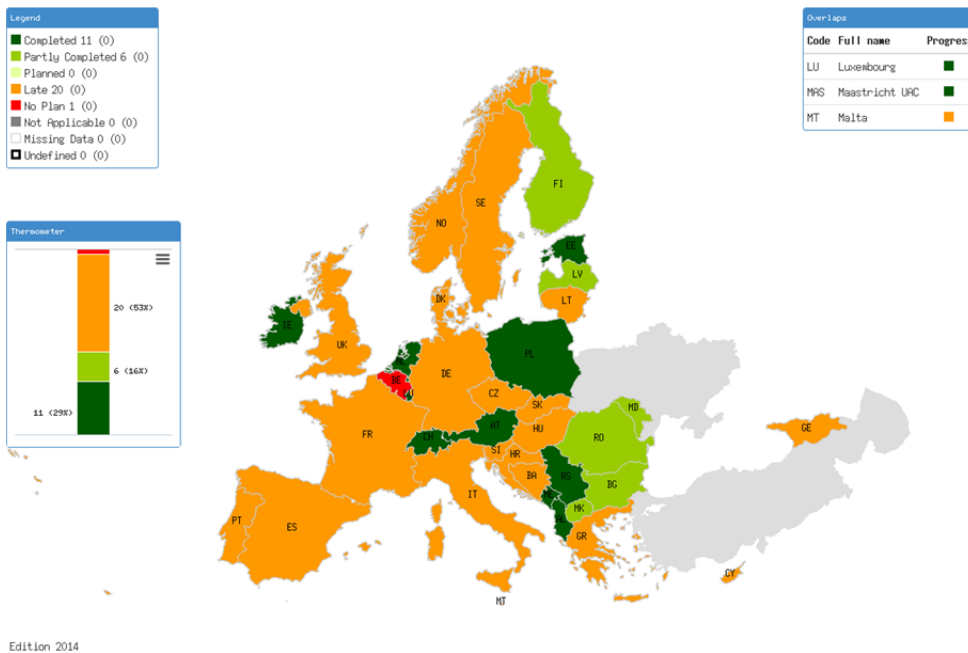
B0-FICE - ITY-FMTP - Apply a common flight message transfer protocol (FMTP)

ESSIP FOC: 12/2014
Planned Achievement: 12/2015 (80% completion)

△ **(months):** +12

Late

52% complete

Overview of progress	2014	2013	Deltas 2014-2013
Completed	22 [AL, AT, BG, CH, CY, CZ, HR, HU, LT, LU, LV, MAS, MD, ME, NL, NO, PL, RO, RS, SI, SK, UK]	8 [AL, AT, CY, LT, MAS, RO, RS, SK)	+14 / +[BG, CH, CZ, HR, HU, LU, LV, MD, ME, NL, NO, PL, SI, UK]
Partly Completed	1 [AM]	8 [AM, BG, CH, DE, EE, LU, NL, PL]	-7 / -[BG, CH, DE, EE, LU, NL, PL]
Planned	...	19 [AZ, BA, BE, DK, FI, GE, GR, HR, HU, IE, IT, LV, MD, ME, NO, PT, SE, SI, TR)	-19 / -[AZ, BA, BE, DK, FI, GE, GR, HR, HU, IE, IT, LV, MD, ME, NO, PT, SE, SI, TR]
Late	19 [AZ, BA, BE, DE, DK, EE, ES, FI, FR, GE, GR, IE, IT, MK, MT, PT, SE, TR, UA]	7 [CZ, ES, FR, MK, MT, UA, UK)	+12 / +[AZ, BA, BE, DE, DK, EE, FI, GE, GR, IE, IT, PT, SE, TR] / -[CZ, UK]
Latest to complete the Objective	FR - 01/2018	UK - 12/2018	-11 months
Planned Objective achievement (80%)	2015 (92.86 %)	2014 (83.33 %)	12

Stakeholders matters

Of the 14 military ANSPs which considered this objective applicable 5 reported it completed, 8 late, and 1 no plan for budgetary reasons. The percentage of completion is slightly below that of the civil ANSPs; in both cases well below the 2013 reported plans.

Main reasons for delay

States did not provide specific details to justify the delay, in most cases they informed that the deadline for the project had been postponed for 12 months.
Probably the non-synchronised deployment of different Internet Protocol versions by different ANSPs during the transition phase of Regulation (EC) No 633/2007, and the need for coordinated tests with neighbours prior to operational deployment can account for some of the delays, however it cannot not justify the current low level of completion rate.

Recommendation to stakeholders or expected evolution of the objective

ANSPs should accelerate their implementation plans to implement FMTP.

ITY-FMTP - Apply a common flight message transfer protocol (FMTP)
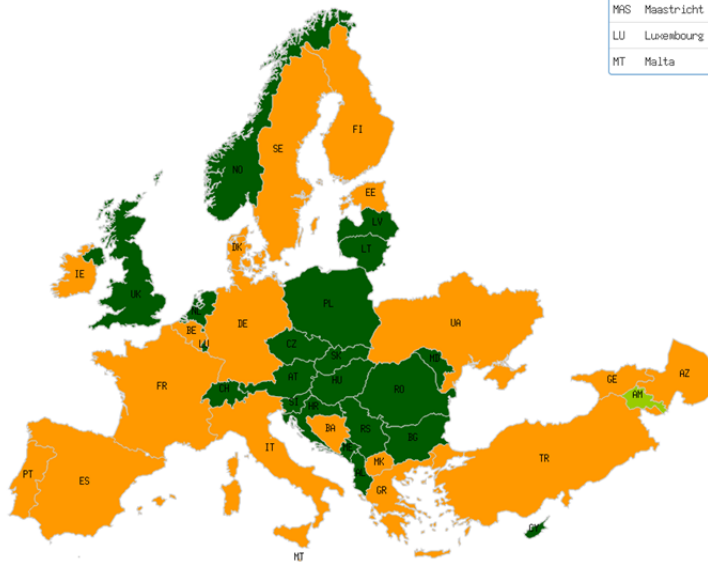
Edition 2014

B0-SNET - ATC02.2 - Implement ground based safety nets - Short Term Conflict Alert (STCA) - level 2

ESSIP FOC: 01/2013
Planned Achievement: 12/2014 (80% completion)

△ **(months): +23**

Late

81% complete

Overview of progress	2014	2013	Deltas 2014-2013
Completed	34 [AL, AM, AT, AZ, BE, BG, CH, CY, DE, DK, EE, FI, FR, HR, HU, IE, LT, LU, LV, MAS, MD, ME, MK, MT, NO, PL, PT, RO, RS, SE, SI, SK, UA, UK]	30 [AM, AT, BE, BG, CH, CY, DE, DK, EE, FI, FR, HR, HU, IE, LT, LU, LV, MAS, MD, ME, MK, NO, PT, RO, RS, SE, SI, SK, UA, UK)	+4 / +[AL, AZ, MT, PL]
Partly Completed	...	1 [AZ)	-1 / -[AZ]
Late	8 [BA, CZ, ES, GE, GR, IT, NL, TR]	10 [AL, BA, CZ, ES, GE, IT, MT, NL, PL, TR)	-2 / +[GR] / -[AL, MT, PL]
No Plan	...	1 [GR)	-1 / -[GR]
Latest to complete the Objective	GR, NL - 12/2020	IT - 12/2017	36 months
Planned Objective achievement (80%)	2014 (80.95 %)	2014 (80.95 %)	6

Stakeholders matters

No specific Stakeholder related issues identified at present.

Main reasons for delay

Main reasons mentioned by States for their delays are:
- due to the implementation of a new ATM System (BA and GR);
- due to the replacement or upgrading of existing system (CZ, GE, NL, ES, IT, and TR)

Recommendation to stakeholders or expected evolution of the objective

This objective has reached 80% of achievement in the applicability area for 2015.

ATCO2.2 - Implement ground based safety nets - Short Term Conflict Alert (STCA) - level 2

Legend
- Completed 34 (0)
- Partly Completed 0 (0)
- Planned 0 (0)
- Late 8 (0)
- No Plan 0 (0)
- Not Applicable 0 (0)
- Missing Data 0 (0)
- Undefined 0 (0)

Overlaps

Code	Full name	Progress
MAS	Maastricht UAC	
LU	Luxembourg	
MT	Malta	

Thermometer
8 (19%)
34 (81%)
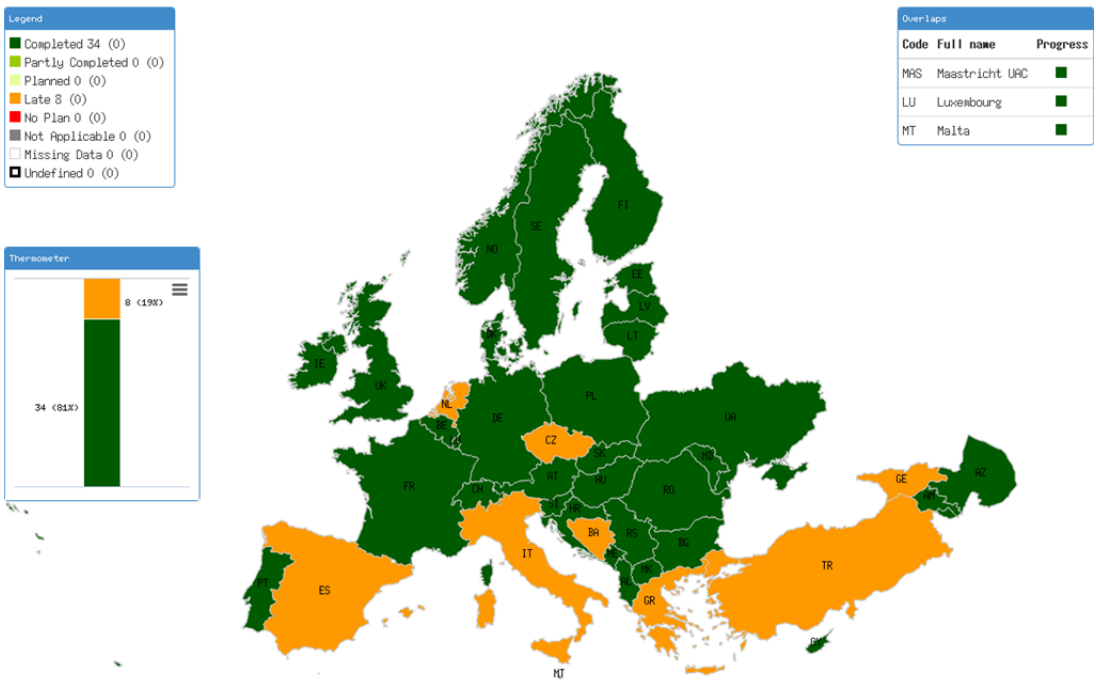
Edition 2014

B0-SNET - ATC02.5 - Implement ground based safety nets - Area Proximity Warning - level 2

ESSIP FOC: 12/2016
Planned Achievement: 12/2016 (80% completion)

△ **(months):** 0

On Time

50% complete

Overview of progress	2014	2013	Deltas 2014-2013
Completed	21 [AL, AM, AT, AZ, BE, BG, CY, DE, DK, FI, HR, HU, IE, LV, MD, ME, MK, PL, RO, RS, UA]	19 [AL, AM, AT, BE, BG, CY, DE, DK, FI, HR, HU, IE, LV, MD, ME, MK, RO, RS, UA)	+2 / +[AZ, PL]
Partly Completed	3 [MAS, MT, SE]	4 [AZ, MAS, PL, SE)	-1 / +[MT] / -[AZ, PL]
Planned	12 [CH, EE, ES, GE, GR, IT, LT, LU, PT, SI, SK, TR]	12 [CZ, EE, ES, GE, LT, LU, MT, NO, PT, SI, SK, TR)	0 / +[CH, GR, IT] / -[CZ, MT, NO]
Late	3 [CZ, NO, UK]	2 [IT, UK)	+1 / +[CZ, NO] / -[IT]
No Plan	1 [BA]	3 [BA, CH, GR)	-2 / -[CH, GR]
Not Applicable	2 [FR, NL]	2 [FR, NL)	0
Latest to complete the Objective	NO - 12/2019	IT, UK - 12/2017	24 months
Planned Objective achievement (80%)	2016 (83.33 %)	2016 (83.33 %)	0

Main reasons for delay

Three States reported not being able to do this by 12/2017 (CZ and UK) and 12/2019 (NO). There are no specific reasons given for this delay.

Recommendation to stakeholders or expected evolution of the objective

No specific action yet, however concerns regarding the progress implementation will be raised during SPIN Sub-Group and Safety Team Meetings.

ATC02.5 - Implement ground based safety nets - Area Proximity Warning - level 2
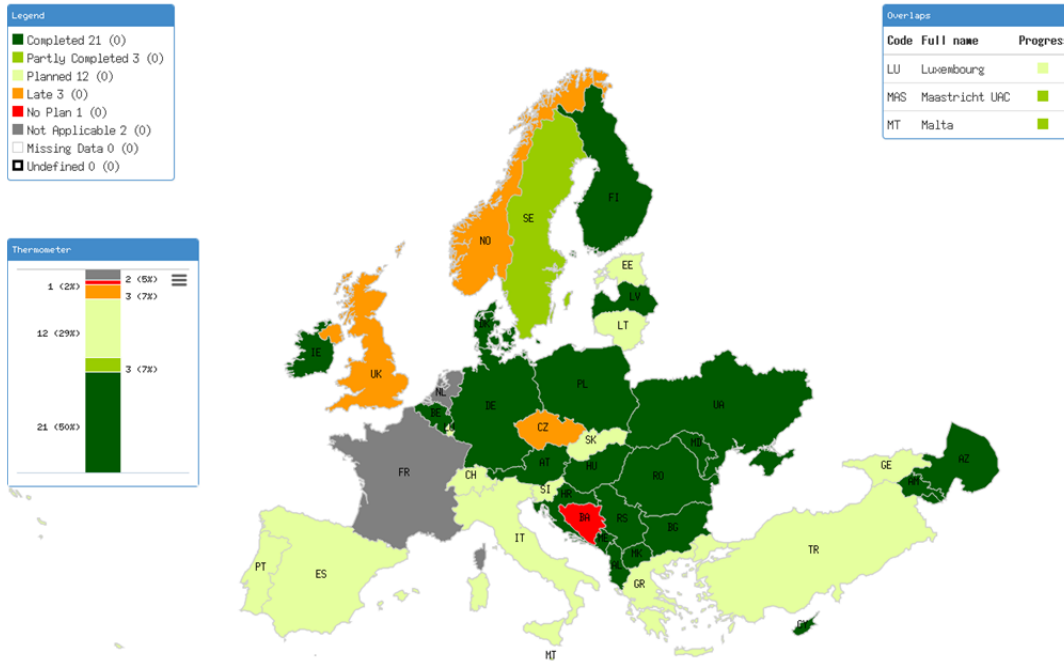
Edition 2014

B0-SNET - ATC02.6 - Implement ground based safety nets - Minimum Safe Altitude Warning - level 2

ESSIP FOC: 12/2016
Planned Achievement: 12/2016 (80% completion)

△ **(months):** 0

On Time

49% complete

Overview of progress	2014	2013	Deltas 2014-2013
Completed	19 [AM, AZ, BE, BG, CH, CY, DE, DK, FI, HU, IE, LU, LV, MD, ME, MK, RO, RS, UA]	17 [AM, BE, BG, CH, CY, DK, FI, HU, IE, LU, LV, MD, ME, MK, RO, RS, UA)	+2 / +[AZ, DE]
Partly Completed	2 [MT, PL]	3 [AZ, GE, PL)	-1 / +[MT] / -[AZ, GE]
Planned	11 [AL, AT, BA, ES, GE, IT, LT, SE, SI, SK, TR]	15 [AL, AT, BA, CZ, DE, ES, HR, LT, MT, NO, PT, SE, SI, SK, TR)	-4 / +[GE, IT] / -[CZ, DE, HR, MT, NO, PT]
Late	4 [CZ, HR, NO, PT]	1 [IT)	+3 / +[CZ, HR, NO, PT] / -[IT]
No Plan	1 [EE]	1 [EE)	0
Not Applicable	2 [FR, NL]	3 [FR, MAS, NL)	-1 / -[MAS]
Latest to complete the Objective	NO, PT - 12/2019	IT - 12/2017	24 months
Planned Objective achievement (80%)	2016 (82.05 %)	2016 (87.5 %)	0

Main reasons for delay

Four States reported not being able to do this by 04/2017 (CZ), 12/2017 (HR) and 12/2019 (NO and PT). There a no specific reasons given for this delay with the exception of HR due to the fact that operational implementation has been delayed due to false and nuisance alerts which have a safety impact.

Recommendation to stakeholders or expected evolution of the objective

No specific action yet, however concerns regarding the progress implementation will be raised during SPIN Sub-Group and Safety Team Meetings.

ATC02.6 - Implement ground based safety nets - Minimum Safe Altitude Warning - level 2

Legend
- Completed 19 (0)
- Partly Completed 2 (0)
- Planned 11 (0)
- Late 4 (0)
- No Plan 1 (0)
- Not Applicable 2 (0)
- Missing Data 0 (0)
- Undefined 0 (0)

Overlaps

Code	Full name	Progress
LU	Luxembourg	
MT	Malta	
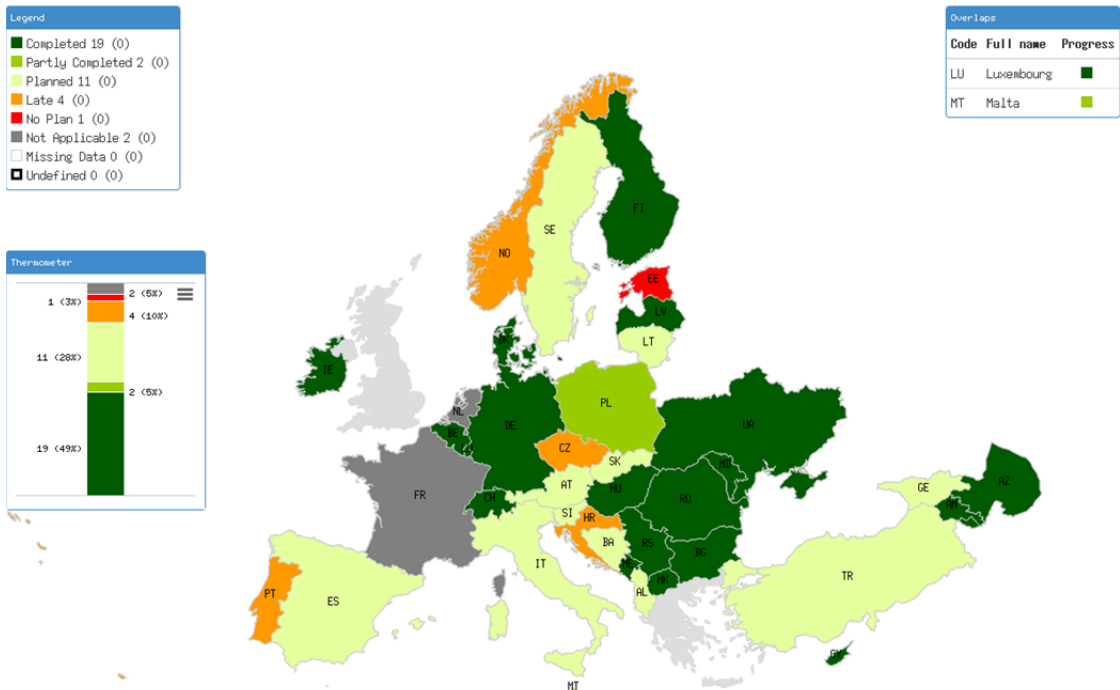
Edition 2014

B0-SURF - AOP04.1 - Implement Advanced Surface Movement Guidance and Control System (A-SMGCS) Level1

ESSIP FOC: 12/2011
Planned Achievement: 12/2015 (80% completion)

△ **(months):** +48

Late

53% complete

Overview of progress	2014	2013	Deltas 2014-2013
Completed	25 [EDDF, EDDM, EETN, EFHK, EGKK, EGSS, EHAM, EIDW, EKCH, ENGM, ESSA, EVRA, EYVI, LEMD, LFLL, LFPG, LFPO, LHBP, LKPR, LOWW, LSGG, LSZH, LTAC, LTAI, LTBA]	24 [EDDF, EETN, EFHK, EGKK, EGPH, EGSS, EHAM, EIDW, EKCH, ENGM, ESSA, EVRA, EYVI, LEMD, LFPG, LFPO, LHBP, LKPR, LOWW, LSGG, LSZH, LTAC, LTAI, LTBA]	+1 / +[EDDM, LFLL] / -[EGPH]
Late	21 [EBBR, EDDL, EGCC, EGLL, EGPH, EPWA, LBSF, LEBL, LEPA, LFBO, LFML, LFMN, LGAV, LGTS, LIMC, LIML, LIPZ, LIRF, LPPT, LROP, UKBB]	21 [EBBR, EDDL, EDDM, EGLL, EPWA, LBSF, LEBL, LEPA, LFBO, LFLL, LFML, LFMN, LGAV, LGTS, LIMC, LIML, LIPZ, LIRF, LPPT, LROP, UKBB]	0 / +[EGCC, EGPH] / -[EDDM, LFLL]
Not Applicable	1 [EDDB]	3 [EDDB, EGCC, ESSB]	-2 / -[EGCC, ESSB]
Latest to complete the Objective	EGLL - 12/2018	EDDL - 12/2017	12 months
Planned Objective achievement (80%)	2015 (85.11 %)	2015 (81.25 %)	6

Stakeholders matters

Only few civil/MIL airports reported applicability for MIL stakeholders. What seems to be missing factor in reporting on REG actions is Certification status is of the A-SMGCS systems that are implemented at different airports. Very rarely specific references or statements are made whether the systems, procedures implemented are certified for operation.

Main reasons for delay

- Slow process of equipping ground vehicles with Locator Transmitter Beacons (EBBR, EGLL, LEBL, LIMC, LIML, LIRF, LPPT)
- Initial project plan in development or revised (EGCC, EPWA)
- Business benefit of investing in Vehicle Locator Transmitter Beacon being examined (EGPH)
- Implementation planned outside objective implementation timeframe according to local needs (LBSF)
- Lack of consistent provisions and/or regulations in all areas impacted by A-SMGCS, especially with regard to aerodromes (LFBO, LFML, LFMN)
- Pending procurement (LGAV)
- System under operational and technical evaluation (LGTS)
- Late joining to applicability area (LROP, UKBB)

Recommendation to stakeholders or expected evolution of the objective

A-SMGCS Level 1 is an important element of ATM functionality 2 of the PCP. It is also pre-requisite for Level 2 implementation. In order to meet the deadlines specified in PCP regulation, airports that are in the regulation applicability area have to speed up the deployment process. One of the ways to get more information on the A-SMGCS implementation is a dedicated training course in IANS.

AOP04.1 - Implement Advanced Surface Movement Guidance and Control System (A-SMGCS) Level1

Overlaps

Code	Full name	Progress
LFPO	PARIS ORLY	■
EGKK	LONDON/GATWICK	■
LIMC	MILANO/MALPENSA	■
LIML	MILANO/LINATE	■
EGLL	LONDON/HEATHROW	■

Thermometer

1 (2%)

21 (45%)

25 (53%)

Edition 2014

B0-SURF - AOP04.2 - Implement Advanced Surface Movement Guidance and Control System (A-SMGCS) Level 2

ESSIP FOC: 12/2017
Planned Achievement: 12/2017 (80% completion)

40% complete

△ **(months):** 0

On Time

Overview of progress	2014	2013	Deltas 2014-2013
Completed	19 [EDDM, EETN, EGKK, EGSS, EHAM, EIDW, EKCH, ENGM, EVRA, EYVI, LFPG, LFPO, LKPR, LOWW, LSGG, LSZH, LTAC, LTAI, LTBA]	20 [EDDM, EETN, EGKK, EGLL, EGPH, EGSS, EHAM, EIDW, EKCH, EVRA, EYVI, LFPG, LFPO, LKPR, LOWW, LSGG, LSZH, LTAC, LTAI, LTBA]	-1 / +[ENGM] / -[EGLL, EGPH]
Partly Completed	8 [EFHK, EGPH, LBSF, LEBL, LEMD, LEPA, LGTS, LROP]	2 [LGTS, LROP]	+6 / +[EFHK, EGPH, LBSF, LEBL, LEMD, LEPA]
Planned	16 [EBBR, EDDF, EGCC, ESSA, LFBO, LFLL, LFML, LFMN, LGAV, LHBP, LIMC, LIML, LIPZ, LIRF, LPPT, UKBB]	23 [EBBR, EDDF, EDDL, EFHK, ENGM, EPWA, ESSA, LBSF, LEBL, LEMD, LEPA, LFBO, LFLL, LFML, LFMN, LGAV, LHBP, LIMC, LIML, LIPZ, LIRF, LPPT, UKBB]	-7 / +[EGCC] / -[EDDL, EFHK, ENGM, EPWA, LBSF, LEBL, LEMD, LEPA]
Late	3 [EDDL, EGLL, EPWA]	...	+3 / +[EDDL, EGLL, EPWA]
Not Applicable	1 [EDDB]	3 [EDDB, EGCC, ESSB]	-2 / -[EGCC, ESSB]
Latest to complete the Objective	EDDL, EGLL - 12/2018	EDDL, EFHK, LFBO, LIMC, LIML, LIPZ, LIRF - 12/2017	12 months
Planned Objective achievement (80%)	2017 (91.49 %)	2017 (93.75 %)	0

Stakeholders matters

No specific stakeholder issues are identified at present. Military applicability reported in 2014 is marginal. Only few civil/MIL airports reported applicability for MIL stakeholders.

Main reasons for delay

This objective is an important element for PCP AF2 functionality. Therefore, it is essential it-s is implemented according to schedule. However, there are some potential risks that could jeopardise timely implementation of Level 2 A-SMGCS:
- Vehicle Locator Transmitter Beacon installation in ground vehicles is a pre-requisite to unlock full functionality of A-SMGCS Level 2. And this process is late at many airports (see AOP04.1).
- Implementation of Level 1 and Level 2 A-SMGCS at the same time is unrealistic because reliable and stable Level 1 is a first pre-requisite.

Recommendation to stakeholders or expected evolution of the objective

In the framework of alignment between ESSIP and PDP, new Airspace Users SLoA will be added in this objective. Dedicated training course is run in IANS for more information regarding the A-SMGCS implementation.

AOP04.2 - Implement Advanced Surface Movement Guidance and Control System (A-SMGCS) Level 2

Legend

- ■ Completed 19 (0)
- ■ Partly Completed 8 (0)
- ■ Planned 16 (0)
- ■ Late 3 (0)
- ■ No Plan 0 (0)
- ■ Not Applicable 1 (0)
- □ Missing Data 0 (0)
- ■ Undefined 0 (0)

Overlaps

Code	Full name	Progress
EGKK	LONDON/GATWICK	■
LFPO	PARIS ORLY	■
EGLL	LONDON/HEATHROW	■
LIMC	MILANO/MALPENSA	■
LIML	MILANO/LINATE	■

Thermometer

- 1 (2%)
- 3 (6%)
- 16 (34%)
- 8 (17%)
- 19 (40%)

Edition 2014
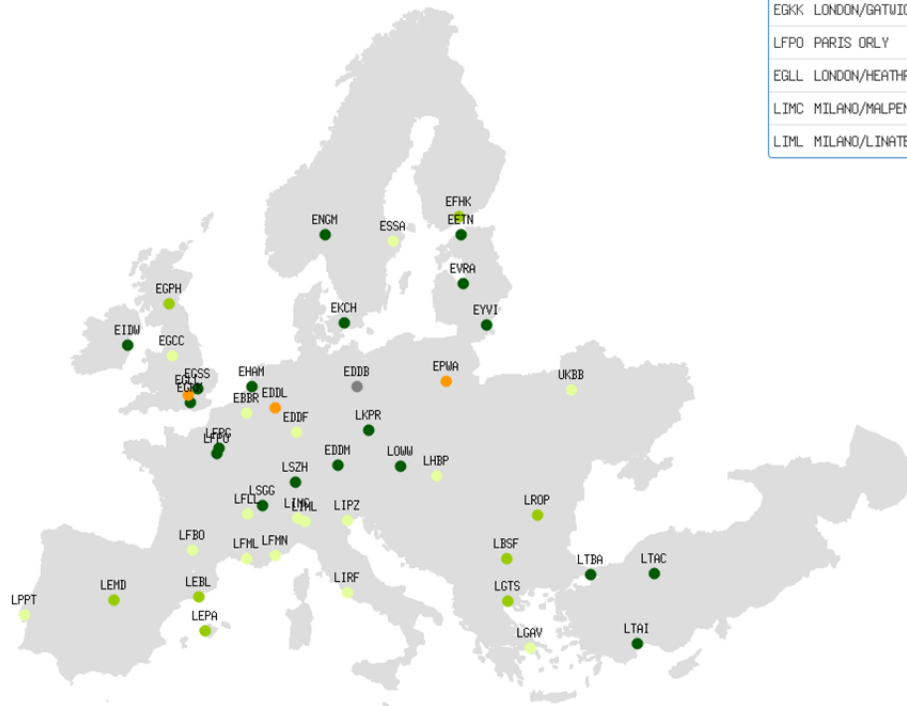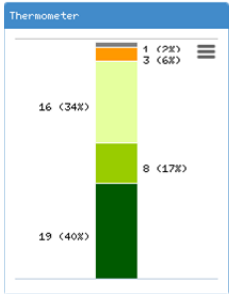
B0-ACDM - AOP05 - Implement Airport Collaborative Decision Making (CDM)

ESSIP FOC: 01/2016
Planned Achievement: 06/2016 (80% completion)

△ **(months): +5**

| Late |

20% complete

Overview of progress	2014	2013	Deltas 2014-2013
Completed	9 [EBBR, EDDF, EDDL, EDDM, EFHK, EGKK, LEMD, LFPG, LSZH]	7 [EBBR, EDDF, EDDL, EDDM, EFHK, LFPG, LSZH]	+2 / +[EGKK, LEMD]
Partly Completed	11 [EGCC, EGLL, EHAM, ENGM, ESSA, LGAV, LIMC, LIML, LIRF, LKPR, LTBA]	12 [EGCC, EGLL, EHAM, ENGM, ESSA, LGAV, LIMC, LIML, LIPZ, LIRF, LKPR, LOWW]	-1 / +[LTBA] / -[LIPZ, LOWW]
Planned	13 [EETN, EGPH, EGSS, EYVI, LEBL, LFPO, LGIR, LGRP, LIPZ, LPPT, LSGG, LTAI, UKBB]	18 [EETN, EGBB, EGKK, EGPH, EGSS, EIDW, EPWA, EYVI, LEBL, LEMD, LGIR, LGRP, LHBP, LPPT, LSGG, LTAI, LTBA, UKBB]	-5 / +[LFPO, LIPZ] / -[EGBB, EGKK, EIDW, EPWA, LEMD, LHBP, LTBA]
Late	9 [EGBB, EGGW, EIDW, EKCH, EPWA, LEPA, LFLL, LHBP, LOWW]	5 [EGGW, EKCH, LEPA, LFLL, LFPO]	+4 / +[EGBB, EIDW, EPWA, LHBP, LOWW] / -[LFPO]
Not Applicable	4 [EDDB, ESSB, LGKR, LGTS]	2 [EDDB, ESSB]	+2 / +[LGKR, LGTS]
Latest to complete the Objective		EGGW - 09/2016	3 months
Planned Objective achievement (80%)	2016 (82.61 %)	2016 (86.36 %)	5

Stakeholders matters

The progress of actions to be completed by different stakeholders is almost equal. MIL applicability of this objective is limited to only few States reporting it as applicable at certain aerodromes.

Main reasons for delay

- Introduction of EFS and AODB (EGBB)
- CBA ongoing (EGGW, EGSS)
- Implementation plan or badged not approved yet (EGPH)
- System selection underway (EIDW)
- ANSP is awaiting airport initiative (EKCH)
- Project restarted after being frozen due to budget constraint (FLLL, LHBP)
- Full operational exploitation to be achieved in conjunction with DMAN development (LGAV)
- DPI implementation delayed (LOWW)

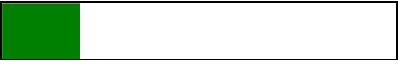**Recommendation to stakeholders or expected evolution of the objective**

In the framework of alignment between ESSIP and PDP, FOC date of this objective will be postponed will be postponed by 12/2016.

AOP05 - Implement Airport Collaborative Decision Making (CDM)

Legend
- ■ Completed 9 (0)
- ■ Partly Completed 11 (0)
- ■ Planned 13 (0)
- ■ Late 9 (0)
- ■ No Plan 0 (0)
- ■ Not Applicable 4 (0)
- □ Missing Data 0 (0)
- ■ Undefined 0 (0)

Thermometer

■	≡
■	9 (20%)
13 (28%)	■
	11 (24%)
9 (20%)	■

Overlaps

Code	Full name	Progress
EGKK	LONDON/GATWICK	■
LFPO	PARIS ORLY	■
EGLL	LONDON/HEATHROW	■
LIMC	MILANO/MALPENSA	■
LIML	MILANO/LINATE	■
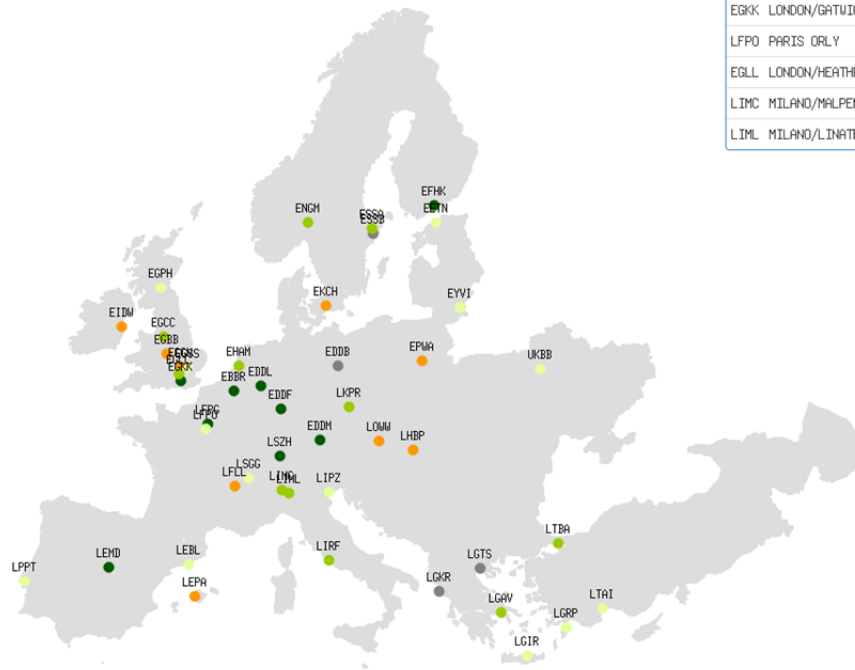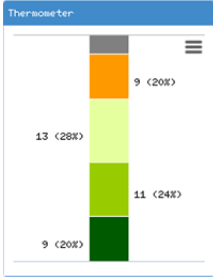
Edition 2014

B0-ASUR - ITY-SPI - Surveillance performance and interoperability

ESSIP FOC: 06/2020	△ (months): -5
Planned Achievement: 12/2019 (80% completion)	

8% complete

On Time

Overview of progress	2014	2013	Deltas 2014-2013
Completed	3 [MAS, MT, NL]	2 [MAS, MT)	+1 / +[NL]
Partly Completed	8 [CZ, DE, DK, FR, IE, LT, RO, UK]	7 [CZ, DE, FR, LT, LU, RO, UK)	+1 / +[DK, IE] / -[LU]
Planned	17 [AT, BE, BG, CH, HR, HU, IT, LV, MD, ME, MK, NO, PT, RS, SE, SI, SK]	21 [AT, BE, BG, CH, CY, ES, FI, GR, HU, IE, IT, LV, MD, ME, NL, NO, PL, PT, RS, SE, SK)	-4 / +[HR, MK, SI] / -[CY, ES, FI, GR, IE, NL, PL]
Late	9 [AL, BA, CY, EE, ES, FI, GR, LU, PL]	4 [BA, DK, EE, HR)	+5 / +[AL, CY, ES, FI, GR, LU, PL] / -[DK, HR]
No Plan	...	1 [AL)	-1 / -[AL]
Missing Data	...	1 [SI)	-1 / -[SI]
Not Applicable	1 [GE]	2 [GE, MK)	-1 / -[MK]
Latest to complete the Objective	DE, FR, HR, IT - 06/2020	AT, CZ, ES, FR, LV, NL, PL - 12/2019	5 months
Planned Objective achievement (80%)	2019 (86.84 %)	2019 (89.47 %)	0

Stakeholders matters

The overall implementation progress is good with very few ANSPs being just a few months late (map below). In this context it is observed that in most of the States where multiple service providers are using or providing surveillance data, only the ANSP providing service en-route have submitted reports. There is also good visibility from the Military stakeholders with regard the equipage plans of their fleets.

Main reasons for delay

No substantial delays are expected in the implementation of the ESSIP objective (however it should be noted that information captured through the LSSIP does not cover all the regulatory requirements of Regulation (EU) No 1207/2011,as amended, therefore a timely implementation of the objective does not imply a timely implementation of all the regulatory requirements). Moreover, there are elements indicating that regulatory requirements applicable directly to the Member States and which should have been already implemented, were not implemented as required by the Regulation.

Recommendation to stakeholders or expected evolution of the objective

For the States having multiple service providers providing services to IFR/GAT flights, it should be clarified that all ANSP providing or using surveillance data are within the scope of the ASP SLoAs and should report accordingly.
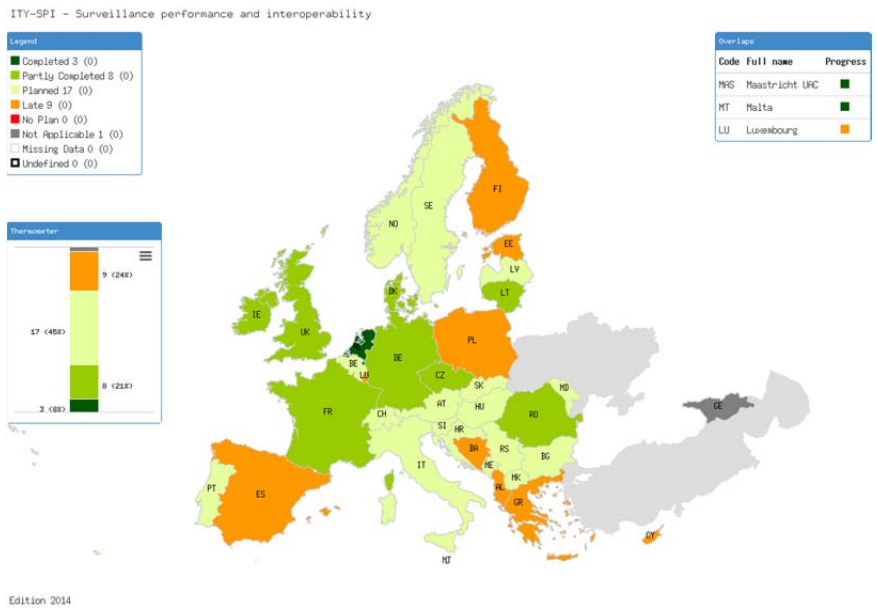
B0-CDO - ENV01 - Implement Continuous Descent Operations (CDO) techniques for environmental improvements

ESSIP FOC: 12/2013
Planned Achievement: 12/2015 (80% completion)

△ **(months): +24**

Late

71% complete

Overview of progress	2014	2013	Deltas 2014-2013
Completed	42 [EBBR, EBCI, EBLG, EDDF, EDDH, EDDK, EDDM, EDDN, EDDS, EDDV, EFHK, EGBB, EGCC, EGGD, EGGW, EGKK, EGLL, EGNT, EGNX, EGPH, EGSS, EHAM, EIDW, EPWA, ESGG, ESMS, ESNU, ESSA, EYVI, LEBL, LEMD, LEPA, LFLL, LFML, LFMN, LFPG, LFPO, LHBP, LOWW, LPPT, UDYZ, UKBB]	41 [EBCI, EDDF, EDDH, EDDK, EDDM, EDDN, EDDS, EDDV, EFHK, EGBB, EGCC, EGGD, EGGW, EGKK, EGLL, EGNT, EGNX, EGPH, EGSS, EHAM, EIDW, EKCH, EPWA, ESGG, ESMS, ESNU, ESSA, EYVI, LEBL, LEMD, LEPA, LFBO, LFLL, LFML, LFMN, LFPG, LFPO, LHBP, LOWW, LPPT, UKBB]	+1 / +[EBBR, EBLG, UDYZ] / -[EKCH, LFBO]
Partly Completed	1 [LSGG]	2 [LSGG, LSZH]	-1 / -[LSZH]
Planned	...	1 [LYBE]	-1 / -[LYBE]
Late	13 [EBOS, EETN, EGPF, ENGM, LIMC, LIPZ, LIRF, LQSA, LROP, LSZH, LTAI, LTBA, LYBE]	16 [EBAW, EBBR, EBLG, EBOS, EETN, EGPF, ENGM, LIMC, LIML, LIPZ, LIRF, LKPR, LQSA, LROP, LTAI, LTBA]	-3 / +[LSZH, LYBE] / -[EBAW, EBBR, EBLG, LIML, LKPR]
Not Applicable	3 [EDDL, LDSP, LKPR]	4 [EDDB, EDDL, ESSB, LDSP]	-1 / +[LKPR] / -[EDDB, ESSB]
Latest to complete the Objective	LSZH - 12/2016	EGPF, LKPR, LROP, LSGG, LSZH - 12/2015	12 months
Planned Objective achievement (80%)	2015 (93.22 %)	2014 (85.94 %)	12

Stakeholders matters

The implementation of CDO techniques has not significantly improved in 2014. The anticipated 80% implementation target, due by end of 2013, was not reached by end of 2014.

Main reasons for delay

- Delays in implementing the Aeronautical Information Management recommendations (AL, GR, HR, ME, RO, RS);
- Reorganisation of service provision and establishment of the ANSP (BH).

Recommendation to stakeholders or expected evolution of the objective

Based on the reports of Stakeholders, the Objective is expected to be achieved by December 2015 at the latest.

ENVO1 - Implement Continuous Descent Operations (CDO) techniques for environmental improvements

Legend
- Completed 42 (0)
- Partly Completed 1 (0)
- Planned 0 (0)
- Late 13 (0)
- No Plan 0 (0)
- Not Applicable 3 (0)
- Missing Data 0 (0)
- Undefined 0 (0)

Thermometer
- 3 (5%)
- 13 (22%)
- 1 (2%)
- 42 (71%)

Overlaps

Code	Full name	Progress
EGKK	LONDON/GATWICK	■
EGLL	LONDON/HEATHROW	■
LFPO	PARIS ORLY	■
LIMC	MILANO/MALPENSA	■
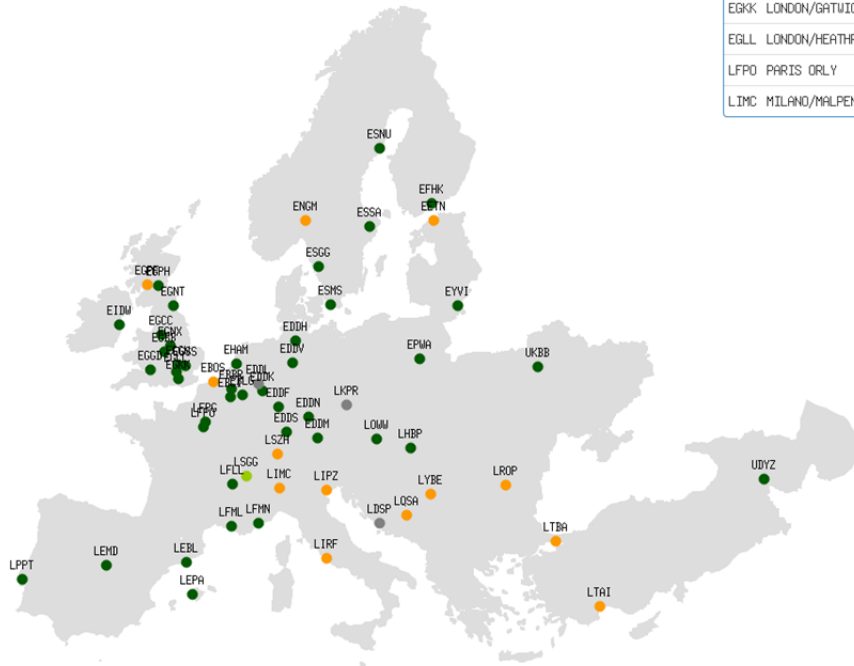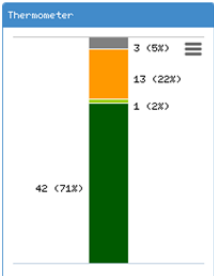
Edition 2014

B0-FRTO - AOM19 - Implement Advanced Airspace Management

ESSIP FOC: 12/2016
Planned Achievement: - no data - (80% completion)

△ **(months):** 0

| On Time |

10% complete

Overview of progress	2014	2013	Deltas 2014-2013
Completed	4 [DK, MAS, RO, SE]	1 [DK)	+3 / +[MAS, RO, SE]
Partly Completed	10 [BG, CH, FI, FR, HR, IE, LT, NL, SK, UK]	11 [BG, CH, ES, FR, IE, IT, LT, RO, SE, SK, UK)	-1 / +[FI, HR, NL] / -[ES, IT, RO, SE]
Planned	16 [AL, AT, BE, CY, CZ, EE, GR, HU, IT, LV, ME, NO, PL, PT, SI, UA]	20 [AL, AM, AT, BE, CY, CZ, EE, FI, GR, HR, HU, LV, MAS, ME, NL, NO, PL, PT, RS, UA)	-4 / +[IT, SI] / -[AM, FI, HR, MAS, NL, RS]
Late	...	2 [BA, SI)	-2 / -[BA, SI]
No Plan	7 [AM, AZ, DE, ES, GE, RS, TR]	4 [AZ, DE, GE, TR)	+3 / +[AM, ES, RS]
Missing Data	1 [BA]	...	+1 / +[BA]
Not Applicable	3 [MD, MK, MT]	4 [LU, MD, MK, MT)	-1 / -[LU]
Latest to complete the Objective	AL, BA, CZ, IT, LV, ME, PL, PT, RS, SK, UA, UK - 12/2016	AL, BA, LV - 12/2016	0 months
Planned Objective achievement (80%)	No Data (73.17 %)	2016 (80.95 %)	

Stakeholders matters

In few cases for the deployment of automated support systems the military stakeholders are slightly behind in the implementation when compared to their civil counterparts. Additionally, the answers provided by some military stakeholders for the improvement of accuracy of airspace booking were not in line with the answers provided by the civil ASNPs.

Main reasons for delay

No delays identified at this stage of implementation.

AOM19 – Implement Advanced Airspace Management
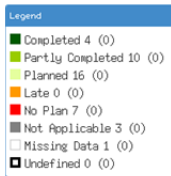
B0-FRTO - NAV03 - Implementation of P-RNAV

ESSIP FOC: 12/2012
Planned Achievement: 12/2016 (80% completion)

△ **(months):** +48

Late

48% complete

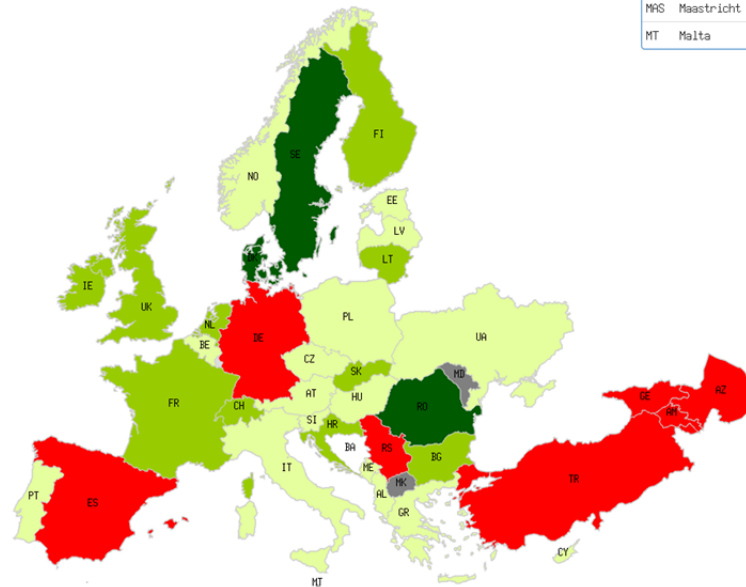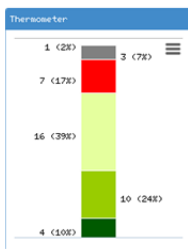| Overview of progress	2014	2013	Deltas 2014-2013
Completed	19 [AM, AT, CH, CZ, DK, EE, FI, FR, IE, LT, NL, NO, PL, PT, RO, RS, SE, TR, UA]	18 [AM, AT, CH, CZ, DK, EE, FI, FR, IE, LT, NL, NO, PL, PT, RO, SE, TR, UA)	+1 / +[RS]
Late	17 [AZ, BE, BG, CY, DE, ES, GE, GR, HR, IT, LV, MD, ME, MK, MT, SI, UK]	16 [AZ, BE, BG, CY, DE, ES, GE, HR, IT, LV, MD, ME, MK, MT, RS, UK)	+1 / +[GR, SI] / -[RS]
No Plan	3 [AL, BA, HU]	6 [AL, BA, GR, HU, LU, SI)	-3 / -[GR, LU, SI]
Not Applicable	1 [LU]	1 [MAS)	0 / +[LU] / -[MAS]
Latest to complete the Objective	UK - 01/2020	UK - 01/2020	0 months
Planned Objective achievement (80%)	2016 (82.5 %)	2018 (80.49 %)	-23

Main reasons for delay

- Implementation is subject to the development and approval of the National PBN Concept and subsequently the PBN Plan at State Level;
- The necessity for the installation of new ground equipment i.e. DMEs;
- Implementation is subject to the user local airspace users capability, OPS concept development and approval, etc;
- Terrain limitations restricting the full DME coverage;
- Implementation is part of the wider project on the whole TMA Airspace restructure;
- Implementation is subject to a positive Cost Benefit Analysis and Operational needs;
- Implementation is planned in steps approach, starting with major airports and continue with minor ones;

Recommendation to stakeholders or expected evolution of the objective

The continuation of this objective will be re-assessed following the publication of PBN Implementing Rule expected by beginning of 2016.

NAV03 - Implementation of P-RNAV
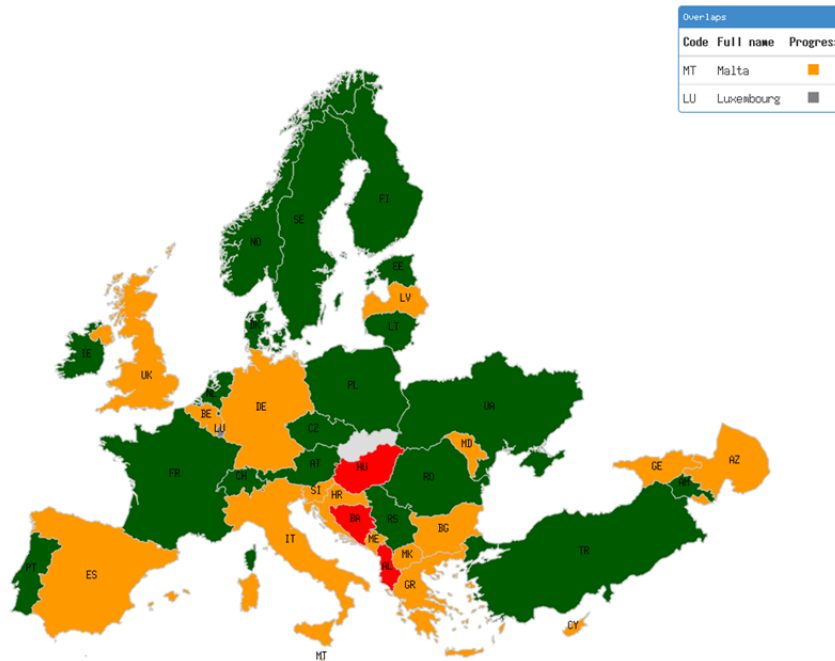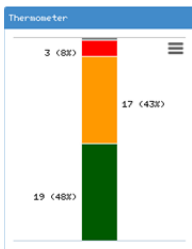
Legend
- Completed 19 (0)
- Partly Completed 0 (0)
- Planned 0 (0)
- Late 17 (0)
- No Plan 3 (0)
- Not Applicable 1 (0)
- Missing Data 0 (0)
- Undefined 0 (0)

Overlaps

Code	Full name	Progress
MT	Malta	
LU	Luxembourg	

Edition 2014

B0-NOPS - FCM01 - Implement enhanced tactical flow management services

ESSIP FOC: 12/2006
Planned Achievement: 12/2015 (80% completion)

△ **(months):** +108

	Late

60% complete

Overview of progress	2014	2013	Deltas 2014-2013
Completed	25 [AL, AT, BG, CZ, DE, ES, FI, FR, GR, HR, HU, IE, IT, LT, LU, MAS, ME, MT, NL, PL, RO, RS, SE, SI, SK]	23 [AL, AT, BG, DE, ES, FI, FR, GR, HR, HU, IE, IT, LT, LU, ME, MT, NL, PL, RO, RS, SE, SI, SK)	+2 / +[CZ, MAS]
Partly Completed	1 [CH]	1 [CH)	0
Late	14 [AM, BA, BE, CY, DK, EE, GE, LV, MK, NO, PT, TR, UA, UK]	15 [AM, BA, BE, CY, CZ, DK, EE, LV, MAS, MK, NO, PT, TR, UA, UK)	-1 / +[GE] / -[CZ, MAS]
Not Applicable	2 [AZ, MD]	3 [AZ, GE, MD)	-1 / -[GE]
Latest to complete the Objective	UK - 12/2020	UK - 12/2020	0 months
Planned Objective achievement (80%)	2015 (83.33 %)	2014 (80.95 %)	12

Stakeholders matters

The Objective is late, with SLoAs which should have been implemented more than 15 years ago and are still not finalised by several States. However the priorities SLoAs have been implemented by more than three quarters of the States even if some of these States reported -Late- at the overall objective level.

Main reasons for delay

The main reason given by the States for delaying the implementation is of a technical nature and lack of operational justification. Implementation is mostly linked to the deployment of new systems or to major upgrades of existing ones, therefore the stand alone implementation of the objective was not considered beneficial. In many instances the objective is perceived as not being operationally justified at local level. However the implementation decisions shall also take into account the network benefits, as the Objective will allow the Network Manager to have access to real-time aircraft information, enhancing so the Air Traffic Flow and Capacity Management.

Recommendation to stakeholders or expected evolution of the objective

The objective is close to implementation, at least with regard the priority SLoAs.

FCM01 - Implement enhanced tactical flow management services

Legend
Completed 25 (0)
Partly Completed 1 (0)
Planned 0 (0)
Late 14 (0)
No Plan 0 (0)
Not Applicable 2 (0)
Missing Data 0 (0)
Undefined 0 (0)

Overlaps
Code	Full name	Progress
LU	Luxembourg	
MT	Malta	
MAS	Maastricht UAC	

Thermometer
2 (5%)
14 (33%)
1 (2%)
25 (60%)

Edition 2014
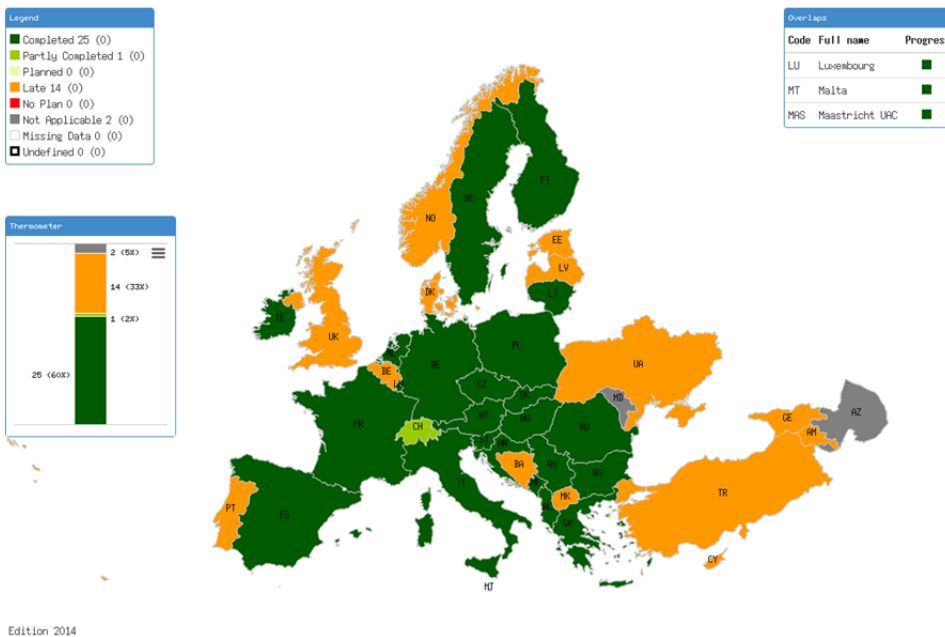
B0-RSEQ - ATC07.1 - Implement arrival management tools

ESSIP FOC: 12/2015
Planned Achievement: - no data - (80% completion)

△ **(months):** 0

⚠️

39% complete

Risk of Delay

Overview of progress	2014	2013	Deltas 2014-2013
Completed	9 [DE, DK, FI, IE, NL, NO, SE, UA, UK]	9 [DE, DK, FI, IE, NL, NO, SE, UA, UK)	0
Partly Completed	3 [CH, ES, FR]	2 [CH, FR)	+1 / +[ES]
Planned	3 [BE, LV, RO]	6 [AT, BE, ES, LV, PT, RO)	-3 / -[AT, ES, PT]
Late	3 [AT, CZ, PT]	1 [CZ)	+2 / +[AT, PT]
No Plan	1 [PL]	2 [IT, PL)	-1 / -[IT]
Not Applicable	4 [BA, HR, IT, LU]	4 [BA, HR, LU, MAS)	0 / +[IT] / -[MAS]
Latest to complete the Objective	CZ, PT - 12/2018	CH, CZ - 12/2016	24 months
Planned Objective achievement (80%)	No Data (78.26 %)	No Data (75 %)	

Stakeholders matters

Any further delay by one of the States having declared the objective as Partially Completed or Planned would cause the overall implementation to be late w.r.t. the FOC of the objective (12/2015).

Main reasons for delay

For those reporting delays in implementing AMAN, the reasons are the following:
- CZ: the implementation will be decided on the basis of a feasibility study/CBA for the implementation of AMAN/DMAN at Prague airport.
- AT: following implementation of the new ATM system for APP Wien in November 2015, the integrated AMAN functionality will be re-evaluated for later implementation.
- PT: implementation in Lisbon FIR following a new LISATM system version.

ATC07.1 - Implement arrival management tools

Legend
- Completed 9 (0)
- Partly Completed 3 (0)
- Planned 3 (0)
- Late 3 (0)
- No Plan 1 (0)
- Not Applicable 4 (0)
- Missing Data 0 (0)
- Undefined 0 (0)

Overlaps

Code	Full name	Progress
LU	Luxembourg	■

Thermometer
- 4 (17%)
- 1 (4%)
- 3 (13%)
- 3 (13%)
- 3 (13%)
- 9 (39%)
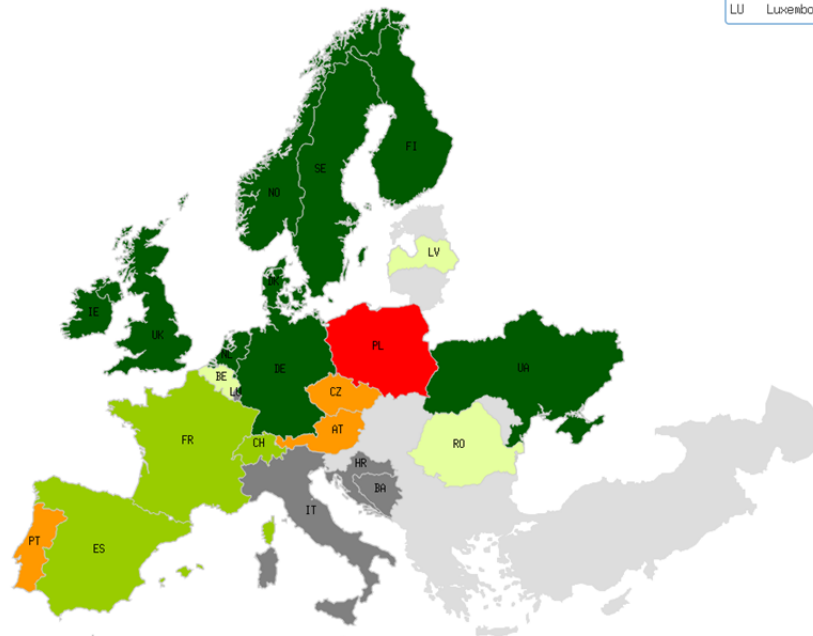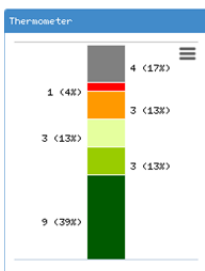
Edition 2014

B0-RSEQ - ATC15 - Implement, in En-Route operations, information exchange mechanisms, tools and procedures in support of Basic AMAN operations

ESSIP FOC: 12/2017 **Planned Achievement:** - no data - (80% completion)	△ **(months):** 0

▓▓▓▓░░░░░░░░░░░░░░

23% complete

<div align="right">

On Time

</div>

Overview of progress	2014	2013	Deltas 2014-2013
Completed	7 [AT, DK, FI, MAS, NO, SE, UK]	6 [AT, DK, FI, MAS, SE, UK)	+1 / +[NO]
Partly Completed	4 [DE, FR, IE, NL]	3 [FR, NL, NO)	+1 / +[DE, IE] / -[NO]
Planned	9 [BE, CH, CZ, EE, HU, IT, LV, RO, TR]	12 [BE, CH, CZ, DE, EE, ES, HU, IT, LV, PT, RO, TR)	-3 / -[DE, ES, PT]
Late	2 [ES, PT]	...	+2 / +[ES, PT]
No Plan	4 [BA, BG, HR, PL]	5 [BA, BG, HR, IE, PL]	-1 / -[IE]
Not Applicable	4 [LU, ME, RS, UA]	4 [LU, ME, RS, UA)	0
Latest to complete the Objective	ES - 12/2018	DE, FR, IT, RO - 12/2017	12 months
Planned Objective achievement (80%)	No Data (73.33 %)	No Data (70 %)	

Stakeholders matters

A number of administrations are still reporting plans no firm plans to implement it: Bulgaria, Croatia, Bosnia Herzegovina and Poland.

Main reasons for delay

In a number of cases, the operational introduction of extended AMAN has to be coordinated with the neighbouring ANSP. This negotiation has not yet been finalised for a few of them (BG, HR and HU).
In other cases, its implementation is timed in line with a broader adaptation of their systems (ES and PT).

Recommendation to stakeholders or expected evolution of the objective

Montenegro, Serbia and Ukraine should require to be removed from the applicability area of this objective.

ATC15 - Implement, in En-Route operations, information exchange mechanisms, tools and procedures in support of Basic AMAN operations

Legend
- Completed 7 (0)
- Partly Completed 4 (0)
- Planned 9 (0)
- Late 2 (0)
- No Plan 4 (0)
- Not Applicable 4 (0)
- Missing Data 0 (0)
- Undefined 0 (0)

Overlaps		
Code	Full name	Progress
MAS	Maastricht UAC	▓
LU	Luxembourg	▓
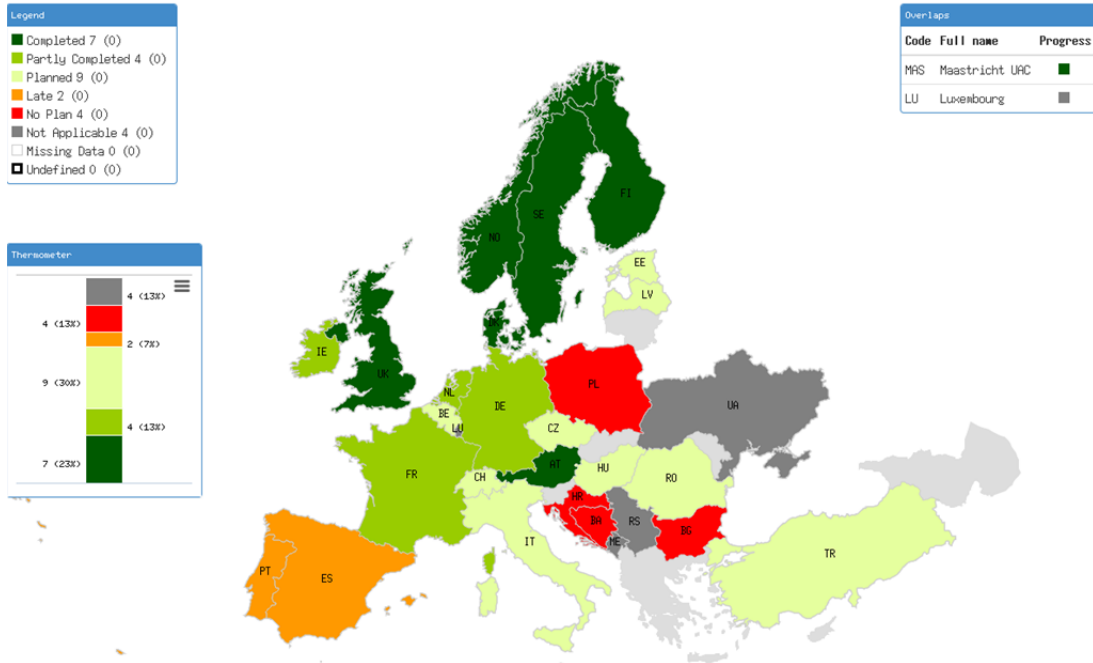
Edition 2014

BO-TBD - ITY-AGDL - Initial ATC air-ground data link services above FL-285

ESSIP FOC: 02/2016
Planned Achievement: 12/2018 (80% completion)

△ **(months):** +34

Late

19% complete

Overview of progress	2014	2013	Deltas 2014-2013
Completed	7 [AT, BE, CH, DE, IE, MAS, UK]	5 [BE, CH, DE, MAS, UK)	+2 / +[AT, IE]
Partly Completed	1 [HR]	...	+1 / +[HR]
Planned	4 [BG, LV, MK, RO]	14 [BA, BG, CY, CZ, EE, FI, GE, HU, LT, LV, MD, MK, PL, RO)	-10 / -[BA, CY, CZ, EE, FI, GE, HU, LT, MD, PL]
Late	21 [AL, BA, CY, CZ, DK, EE, ES, FI, FR, HU, IT, LT, MD, ME, MT, PL, PT, RS, SE, SI, SK]	13 [AT, ES, FR, IE, IT, ME, MT, NO, PT, RS, SE, SI, SK)	+8 / +[AL, BA, CY, CZ, DK, EE, FI, HU, LT, MD, PL] / -[AT, IE, NO]
No Plan	3 [GE, GR, NO]	3 [AL, DK, GR)	0 / +[GE, NO] / -[AL, DK]
Not Applicable	1 [NL]	3 [HR, LU, NL)	-2 / -[HR, LU]
Latest to complete the Objective	AL, DK, FR, ME, PL, RS - 12/2018	FR, SE - 12/2018	0 months
Planned Objective achievement (80%)	2018 (89.19 %)	2018 (84.21 %)	0

Stakeholders matters

Some of the Militaries Authorities report of not having plans to equip the existing fleet. There are 18 Military Authorities, part of applicability area, which have reported the objective as -Not Applicable-.

Main reasons for delay

- Implementation of AGDL is part of a major project on replacement of the existing ATM system with a new one;
- Due to the status of the IR, the work on data link implementation is stopped;
- Due to technical problems identified with the reliability of DLS A/G service link on European level;
- Due to complexity of ATM systems in place, a phased implementation is planned based on the outcomes of CBA;

Recommendation to stakeholders or expected evolution of the objective

The Commission Implementing Regulation (EU) 2015/310 of 26 February 2015 has amended Regulation (EC) No 29/2009 and hence the new completion date for the ANSPs will be 5 February 2018, while for the new transport type state aircraft 1 January 2019.

ITY-AGDL - Initial ATC air-ground data link services above FL-285
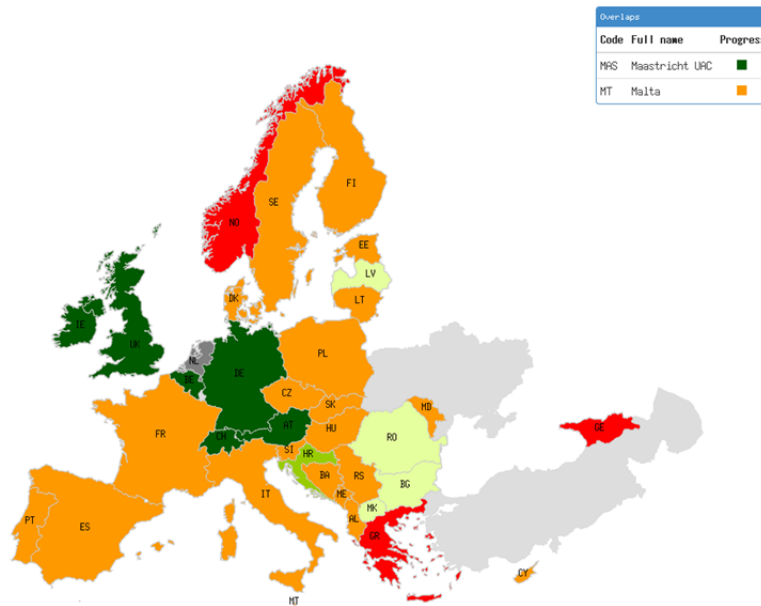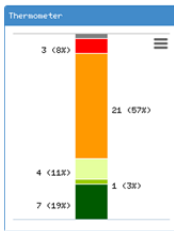
Annex 2 EUR ASBU IMPLEMENTATION PLAN[5]

The following tables show the link between ASBU B0 Modules and ESSIP objectives. These tables are adapted from the Appendix G to EANPG/55 report.

ASBU Block 0 Modules – Priority 1

Module Code	Module Title	Applicability Area	Priority	Monitoring (ICAO)	Monitoring (ESSIP)
B0-APTA	Optimization of Approach Procedures including vertical guidance	EUR	1	ICAO EUR ANP (PBNTF, AWOG)	NAV10
B0-ACAS	ACAS Improvements	EUR	1	IATA ICAO EUR ANP EANPG (RDGE, ATMGE)	ATC16
B0-DATM	Service Improvement through Digital Aeronautical Information Management	EUR	1	ICAO EUR ANP EANPG (AIMTF)	INF04
B0-FICE	Increased Interoperability, Efficiency and Capacity through Ground-Ground Integration	EUR – AIDC/OLDI	1	ICAO EUR ANP EANPG (AFSG)	ATC17; ITY-COTR; ITY-FMTP
B0-SNET	Increased Effectiveness of Ground-Based Safety Nets	EUR – STCA Level 2	1	ICAO EUR ANP EANPG (ATMGE)	ATC02.2; ATC02.5; ATC02.6
B0-SURF	Safety and Efficiency of Surface Operations (A-SMGCS Level 1-2)	Selected Aerodromes (list to be established in coordination with AU and ANSPs)	1	ICAO EUR ANP EANPG (AWOG)	AOP04.1; AOP04.2

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[5] *Approved by EANPG/55, November 2013 (paragraph 4.18 refers)*

Other ASBU Block 0 Modules

Module Code	Module Title	Applicability Area	Priority	Monitoring (ICAO)	Monitoring (ESSIP)
B0-ACDM	Improved Airport Operations through Airport-CDM	Selected Airports (list to be established in coordination with AU and ANSPs)			AOP05
B0-RSEQ	Improve Traffic flow through Runway Sequencing (AMAN/DMAN)	Selected Airports/TMA/ACC (list to be established in coordination with AU and ANSPs)			ATC07,1; ATC15
B0-FRTO	Improved Operations through Enhanced En-Route Trajectories	EUR		ICAO EUR ANP EANPG (RDGE, ATMGE)	AOM19; AOM20; NAV03
B0-NOPS	Improved Flow Performance through Planning based on a Network-Wide view	EUR		ICAO EUR ANP EANPG (RDGE, ATMGE)	FCM01
B0-ASUR	Initial capability for ground surveillance	EUR Deployment dependent on local configuration gaps		ICAO EUR ANP EANPG (ATMGE)	ITY-SPI
B0-CDO	Improved Flexibility and Efficiency in Descent Profiles (CDO)	Selected Airports (list to be established in coordination with AU and ANSPs)		ICAO EUR ANP EANPG (PBN TF, ATMGE)	ENV01
B0-TBO	Improved Safety and Efficiency through the initial application of Data Link En-Route	EUR for defined FIRs		IATA (aircraft) ICAO EUR ANP EANPG (ATMGE)	ITY-AGDL (ground systems)