



EU-Latin America and Caribbean Aviation Partnership Project (EU-LAC APP)*

*Enhancing the aviation partnership between the EU and
Latin America and the Caribbean*

Coordinating Deployment Planning and Monitoring in Europe

Workshop on ATM/ANS innovation and master planning - Day 3 - 20 October 2021

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**Project financed by the EU and
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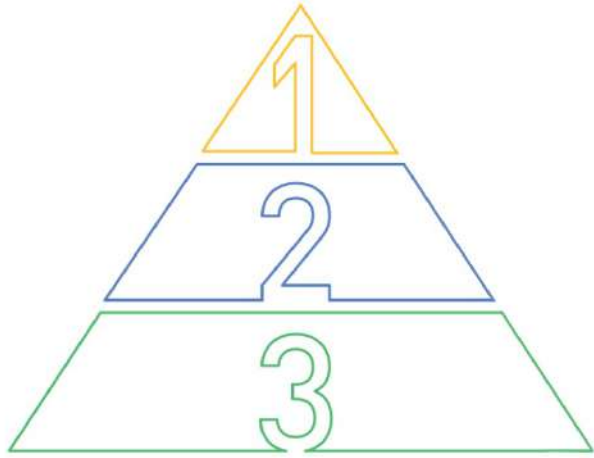
Outline as per Agenda

- Maintaining link to the ICAO GANP (and GASP)
- Regional Air Navigation Plan,
- Local Implementation Planning (LSSIP)
- Regulated Implementation (CPs),
- Monitoring and reporting,
- Interoperability (standards coordination)

Outline

- Module 1 – Introduction
- ATM Implementation Planning, Reporting and Monitoring Process:
 - Module 2 – Requirements
 - Module 3 – Deliverables
 - Module 4 – Process
 - Module 5 – Tools
- Module 6 – Summary





Reminder D2



Role of the Master Plan:

From Strategic View to Timed Deployment

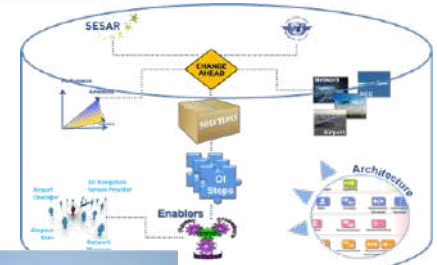
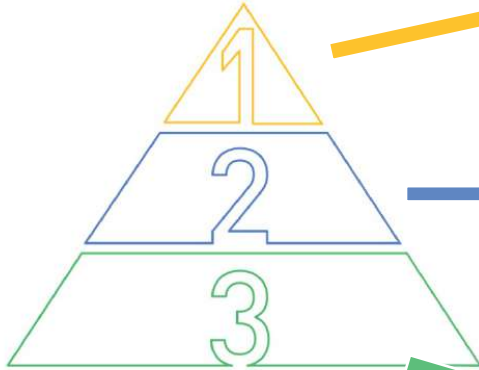
Reminder D2 (2)

The ATM Master Plan : Three Levels

Executive

Architecture & Planning

Implementation



Introduction

Content

1

Scope and purpose of this presentation

2

Simplified framework

3

The broad picture

4

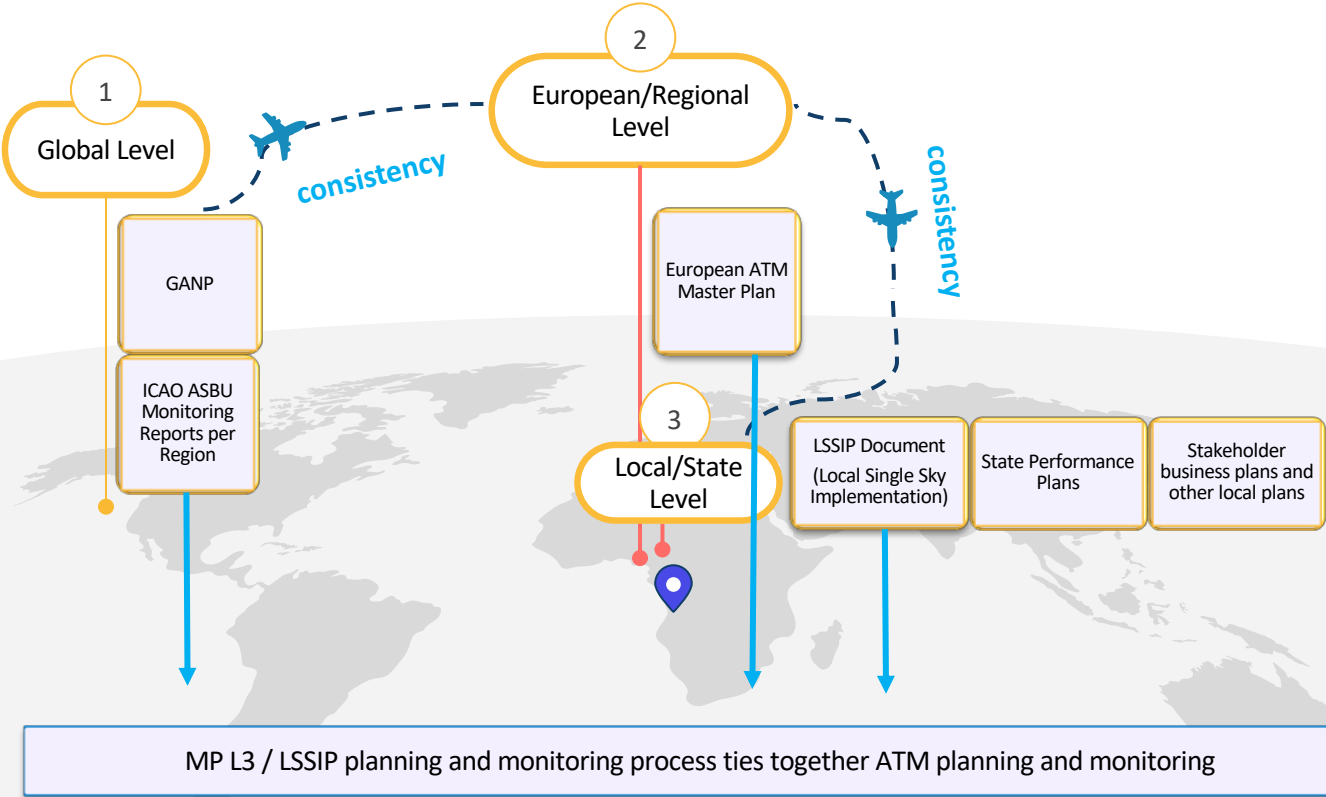
EUROCONTROL's role

Scope and purpose of this presentation

- Broad overview of the ATM Implementation planning and reporting mechanisms, at both (Pan-)European and local levels.
- Topics covered:
 - The ATM Master Plan Level 3 (MP L3) Implementation view
 - The Implementation Objectives
 - The Tools and Processes
 - The criteria to determine implementation progress
 - The Stakeholders and Users
 - The Evolution



Simplified framework



The broad picture

- Both European ATM Master Plan and ICAO Global Air Navigation Plan (GANP) need concrete implementation plans and progress monitoring.
- Local and regional business plans (required by EU ATM legislation) are developed for all the ATM Stakeholders.
- Individual Stakeholders compile their own implementation progress reports.
- These are later consolidated at European level for overall deployment planning and progress reporting purposes.



EUROCONTROL's role

- Coordination of the contributions to the **annual European ATM Master Plan Level 3 Plan** (also sometimes called ESSIP - European Single Sky ImPlementation).
- Facilitation of the development of **national Stakeholders' implementation progress reports** (i.e. **LSSIP** - Local Single Sky ImPlementation - documents).
- Production of **consolidated reports on a European level**:
 - ATM Master Plan (MP) Level 3 Progress Report;
 - ICAO GANP/ASBU monitoring report;
 - U-space services Implementation Monitoring Report
- **Support to the decision-making** by various steering bodies on any remedial action needed to implement the plans.
- In addition, recently EUROCONTROL and SESAR Deployment Manager (SDM) have partnered up to ensure gathering of data, through the LSSIP, for the production, by SDM, of the SDP Monitoring View





Quiz on this module

What do both European ATM Master Plan and ICAO Global Air Navigation Plan (GANP) need?

A Concrete implementation plans?

B Progress monitoring? Or,

C Both answers are correct?



ATM Implementation Planning, Reporting and Monitoring Requirements

1

Why?

2

Master Plan Level 3 / LSSIP Mechanism

3

Link with other processes

Why?

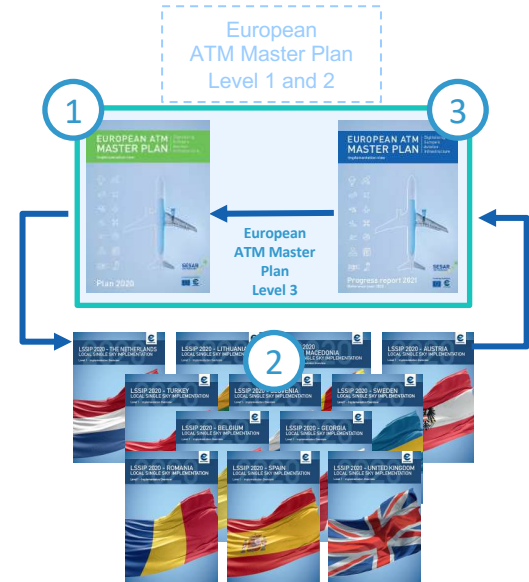
- Single European Sky (SES) and SESAR framework require Stakeholders **to agree at European level on implementation actions prior to local deployment.**
- Facilitate the achievement of endorsed implementation actions **by all concerned ATM Stakeholders** as a major contribution to reach the expected **benefits of SES and SESAR** in particular against agreed performance targets.



Master Plan Level 3 / LSSIP Mechanism

Cyclic process including three main components:

- 1) Implementation Planning – **MPL3 Plan**
- 2) Implementation Progress reporting and monitoring at local Level – **LSSIP documents**
- 3) Implementation Progress reporting and monitoring at European Level – **MPL3 Report**



Link with other processes



SESAR Deployment Manager

No more double reporting for implementing stakeholders



SESAR Joint Undertaking

It is part of the ATM Master Plan



European Defence Agency

Enabling monitoring of the military organisation's infrastructure where and when needed



International Civil Aviation Organisation

Enabling the monitoring of the Global Air Navigation Plan (GANP)



European Aviation Safety Agency

Links at planning level with European Plan for Aviation Safety (EPAS)



European Commission

Airspace Architecture Study (AAS), U-Space (Drones), RP3 questionnaires

Network Manager

Network Manager

Network Systems Coordination and Synchronisation (NETSYS) and On-Line Data Interchange (OLDI) monitoring





Quiz on this module

Why the ATM Master Plan and LSSIP processes were introduced?

- A To report the implementations to ICAO?
- B To introduce synchronised actions, in order to achieve by all ATM stakeholders the expected benefits of SES and SESAR? Or
- C At the request of EDA for military purposes?



ATM Implementation Planning, Reporting and Monitoring

Deliverables

1

Introduction on the European ATM Master Plan

2

The ATM Master Plan Level 3 – Implementation Plan

3

LSSIP Documents

4

The ATM Master Plan Level 3 – Progress Report

5

ICAO ASBU Implementation Monitoring Report

Introduction on the Master Plan

Framework



- Main planning tool for defining ATM modernisation priorities and ensuring the implementation of the SESAR Target Concept by all operational stakeholders.

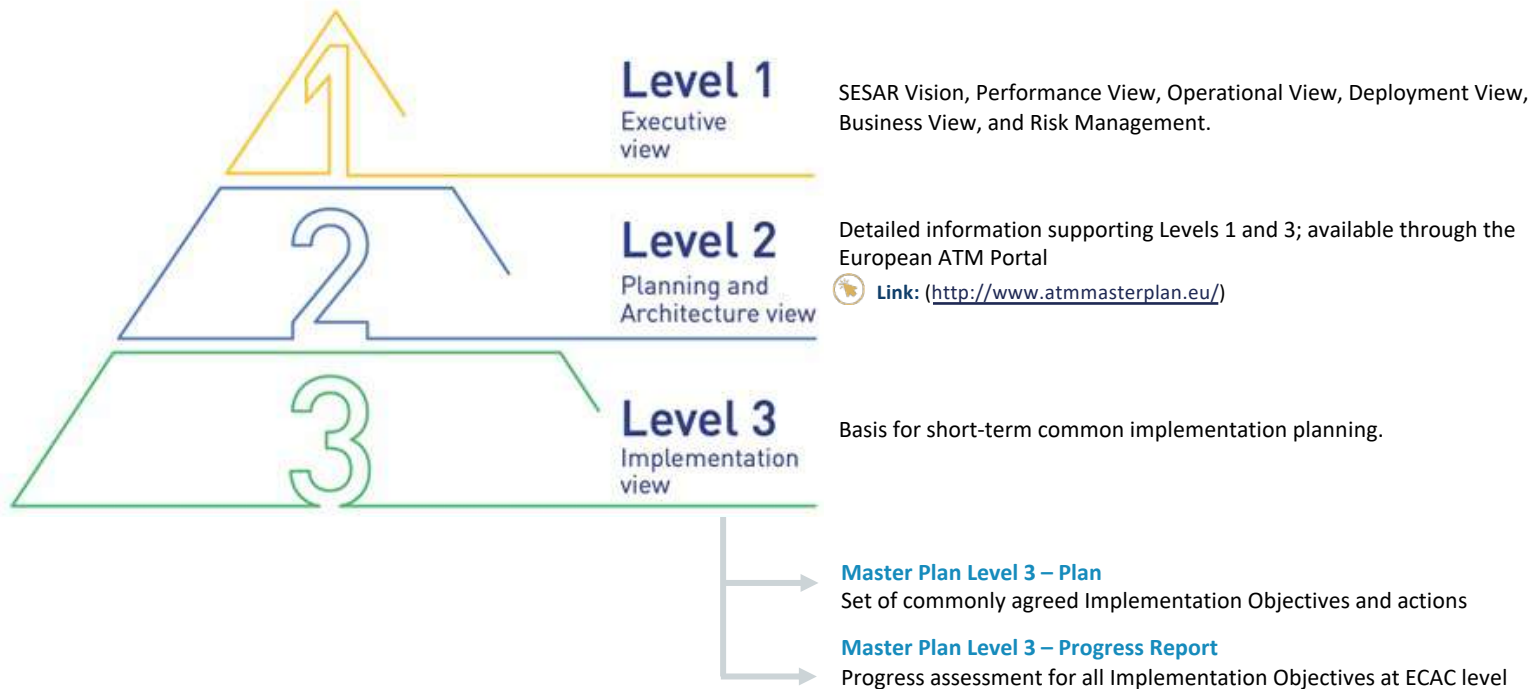
- Sets the framework for the development activities performed by the SJU.

- Consistency and alignment of the deployment of the regulated CP1 ensured by coordination with SESAR Deployment Manager (SDM) through the SESAR Deployment Programme (SDP).

- Developed under the governance of SJU through a dedicated project led by EUROCONTROL.

Introduction on the Master Plan

The three levels of the Master Plan



Introduction on the Master Plan

Level 1

Table of contents of the Master Plan (Level 1) document

<p>2</p> <p>The SESAR Vision</p> <ul style="list-style-type: none">❑ Our vision of how ATM, and to some extent aviation, will operate by 2040❑ Four phases of change to deliver the Digital European Sky	<p>3</p> <p>Performance View</p> <ul style="list-style-type: none">❑ Our performance ambitions for all performance areas	<p>4</p> <p>Operational View</p> <ul style="list-style-type: none">❑ The 9 Essential Operational Changes to deliver the Vision❑ SESAR Solutions in deployment, approaching maturity and still requiring R&D
<p>5</p> <p>Deployment View</p> <ul style="list-style-type: none">❑ Deployment scenarios for mature solutions and those approaching maturity❑ Stakeholder category specific roadmaps (e.g. ANSPs, AUs, Airports, NM) and CNS Roadmap	<p>6</p> <p>Business View</p> <ul style="list-style-type: none">❑ Investment profile over the coming years❑ Direct and indirect benefit analysis over the same time period	<p>7</p> <p>Risk Management</p> <ul style="list-style-type: none">❑ Including mitigating actions

9 Essential Operational Changes (EOCs)

CNS CNS Infrastructure Services

ATp Airport and TMA performance

M³ Multimodal Mobility and integration of all airspace users

iN ATM Interconnected Network

dA Fully Dynamic and Optimised Airspace Organisation

U-S U-space Services

dS Digital AIM and MET Services

TBO Trajectory Based Operations

vS Virtualisation of Service Provision

Focus on the Master Plan Level 3 and its monitoring

MPL3 Plan, MPL3 Report and LSSIP Documents



The MP L3 consists of two strictly related parts: **Plan and Progress Report**

Complemented by the national **Local Single Sky ImPlementation (LSSIP)** documents.

Master Plan L3 Implementation Plan

MPL3 Implementation Plan



Link: <https://www.eurocontrol.int/publication/european-atm-master-plan-implementation-plan-level-3>

MPL3 Plan

Main features

Updated every year, MPL3 Plan is a **roadmap of commonly agreed activities** to guide Stakeholders in the implementation of operationally and technically mature actions across the ECAC+ area.

Based on the ATM MP L1 and L2 (including SDM Deployment Programme (SDP) ATM Functionalities), the Network Strategy Plan, as well as SES Interoperability regulations.

Updated in light of the Airspace Architecture Study (AAS) and its Transition Plan (AAS-TP).

Under the governance of SJU (through the Master Planning Committee and the SESAR PJ20, a dedicated Project for its maintenance), and EUROCONTROL Provisional Council

Shows the deployment of SESAR prerequisites progress, as well as the progress in CP1 delivery until the target completion date.

MPL3 Plan

Two Deliverables

Main document (Printed book)



- Delivered by mail
- Also available online
- High-level document

Technical Annex – Engineering View (Soft Copy)



- Only online PDF
- Detailed information for LSSIP-related activities
- Recommended to fill-in the LSSIP+ Database

MPL3 Plan 2021

Contents

TABLE OF CONTENTS	
EXECUTIVE SUMMARY	3
TABLE OF CONTENTS	5
TABLE OF FIGURES	6
1. INTRODUCTION	7
1.1 Objective and scope of L3 Plan 2021	7
1.2 How to read L3 Plan 2021	9
1.3 What is new in this edition	11
2. OPERATIONAL VIEW	17
2.1 CNS Infrastructure and Services	21
2.2 ATM Interconnected Networks	23
2.3 Digital ATM and MET Services	26
2.4 Airport and TRSA Performance	28
2.5 Full-Division and Optimized Airspace Organization	31
2.6 Transition Based Operations	33
2.7 Multiregion Mobility and Interconnection of all Airspace Users	35
2.8 UpSpace Services	36
2.9 Verticalization of Service Provision	37
3. DEPLOYMENT VIEW	39
3.1 CNS Infrastructure and Services	40
3.2 ATM Interconnected Networks	62
3.3 Digital ATM and MET Services	193
3.4 Airport and TRSA Performance	184
3.5 Full-Division and Optimized Airspace Organization	183
3.6 Transition Based Operations	200
3.7 Multiregion Mobility and Interconnection of all Airspace Users	219
3.8 Verticalization of Service Provision	218
4. AIRSPACE ARCHITECTURE STUDY TRANSITION PLAN IN MPL3	221
4.1 Scope of Transition Strategy for AAS	223
4.2 AAS Performance in the Plan	223
ANNEXES	225
Annex 1 – Relevant Mapping of L3 Plan 2021	225
Annex 2 – Applicability to Airports	291
Annex 3 – IEC's Implementation Roadmap	237
Annex 4 – Acronyms and Abbreviations	248



1. Introduction

- Context
- Scope
- How to read
- What is new



2. Operational View

- Organized by EOC
- Stakeholders involved
- Impacted KPAs
- Performance stats



3. Deployment View

- Organized by EOC
- Objective descriptions



4. AAS Transition Plan

- Scope of transition strategy
- Mapping AAS vs MPL3 Plan



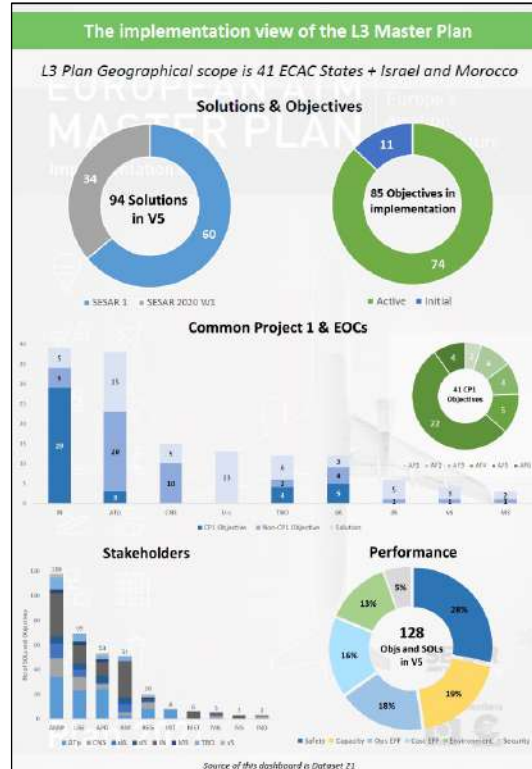
Annexes

1. Mappings of MPL3 Plan
2. Applicability to Airports
3. L3 Implementation Roadmap
4. Acronyms

MPL3 Plan 2021

Dashboard

MPL3 Plan Dashboard 2021



- Intro page of the MPL3 Plan 2021
- Overall statistics
- Geographical scope
- CP1 statistics
- Objectives & Solutions grouped by EOC
- Stakeholders & Performance statistics

MPL3 Plan 2021 Operational View

The **Operational View** presents the main operational changes grouped by EOC and gives an overview of what is in the pipeline for deployment.

3.3 CNS INFRASTRUCTURE AND SERVICES

Solutions and Implementation Objectives planned for implementation

Implementation Objective/Solution	Solution	Objective	Objective Type	Objective Status	Objective Date	Objective Type	Objective Status	Objective Date	Objective Type	Objective Status	Objective Date
533.1	Solution Name	Objective	Objective Type	Objective Status	Objective Date	Objective Type	Objective Status	Objective Date	Objective Type	Objective Status	Objective Date
533.2	Solution Name	Objective	Objective Type	Objective Status	Objective Date	Objective Type	Objective Status	Objective Date	Objective Type	Objective Status	Objective Date
533.3	Solution Name	Objective	Objective Type	Objective Status	Objective Date	Objective Type	Objective Status	Objective Date	Objective Type	Objective Status	Objective Date

More details about these solutions can be found at <https://www.ecdsa.eu>

Solutions available for finalisation/standardisation

Solution Name	Capacity	Op. Efficiency	Env. Impact	Safety	Resilience	Security	Other
533.4

3 groups for elements in V5

- Objectives linked to a Solution in V5
- Objectives not linked to a Solution
- Solutions in V5 not yet linked to an Objective
- Elements in V4
- V4 Solutions

SYNOPSIS OF CNS

Changes in the area of CNS will be driven by a service-based approach and a performance-based approach. This change will make the European ATM system more flexible and resilient, allowing scalability. Through a service-based approach, CNS services will be specified through contractual relationships between customers and providers, with a clearly defined, European-wide set of harmonised services and level of quality. Following on from the implementation of the DLS first steps leading to CPDLC being the main means for air-ground communications, the focus will move towards further integration between airborne and ground systems with a view to accomplish full 4D information sharing. CNS rationalisation is one of the main priorities for the ATM Master Plan. Panning the availability of the comprehensive strategy, the current rationalisation is focused on developments already performed in the pre-SESAR phase, and consolidated by the PCP regulation. CNS implementation initiatives address specific shortcoming, faced by the European ATM Network (e.g. shortage of VHF frequency assignments, shortage of SSR transponder codes, surveillance spectrum protection, etc.) and support for the deployment of new technologies (e.g. ADS-B, AMHS, VoIP, New PENS etc.).

THE PERFORMANCE CONTRIBUTION OF CNS IN THE DEPLOYMENT PHASE

The charts below show how the CNS-related Objectives and Solutions affect the Key Performance Areas.

The pie chart on the left side provides the different weights of the KPIs impacted by CNS-related Solutions and Objectives. Safety, Cost Efficiency, and Capacity are the main areas to which CNS positively contributed to, for a total combined of a 37% 75%.

The bar chart on the right side, instead, provides a breakdown of the elements affecting each KPI, differentiating between the CNS solutions with/without an Implementation Objective and the Implementation Objectives not associated to any solution. For the two main KPIs Safety and Cost Efficiency, the Solutions with or without an Implementation Objective associated to them prevail against the Objectives without a Solution in V5.

Figure 3.7-10 Contribution to KPIs

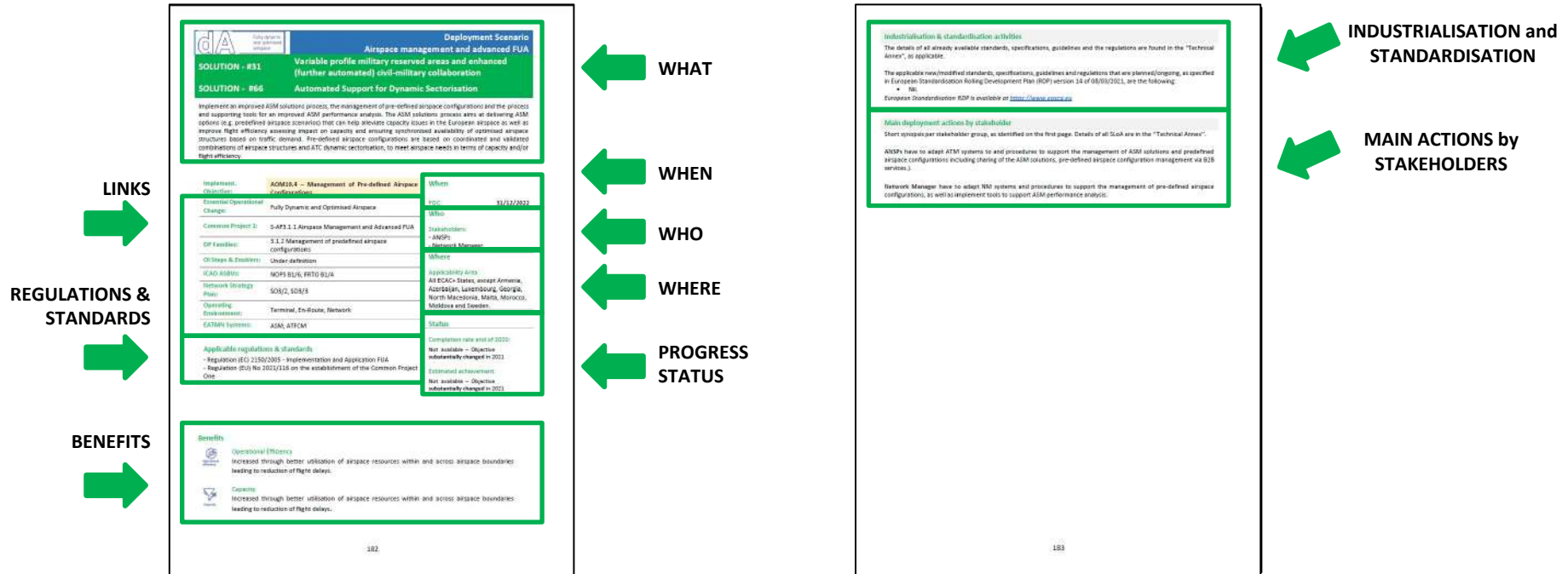
Synopsis of the EOC as per MPL1

Performance statistics

MPL3 Plan 2021


Deployment View


The **Deployment View** gives a more detailed description of each Objective, including the link with the MPL2, the SDP, and the ICAO Aviation Systems Block Upgrades (ASBUs).




MPL3 Plan 2021

Engineering View Example: SLOAs and Benefits

CP1 / SESAR 

STAKEHOLDERS INVOLVED 

CP1	Active						ECAC+
AOM19.4 Management of Predefined Airspace Configurations							
REG	ASP	MIL	APO	USE	INT	IND	NM

GEOGRAPHICAL APPLICABILITY 

Subject matter and scope

Predefined Airspace Configuration is a predefined and coordinated organisation of routes and their associated airspace structures, temporary airspace reservations and predefined ATC sectorisation, to meet civil/military airspace users' needs and increase performance in terms of capacity and/or flight efficiency, applicable both in free route (FRA) and in fixed-route network environments. Predefined Airspace configurations are activated for a specific geographic area and/or time period at pre-tactical level through a CDM process involving the AMCs, NM, ATFCM, ATC and airspace users.

The notification of predefined Airspace Configurations will be based on automatic flows of information between the different stakeholders provided by the Network Manager.

The optimal organisation of airspace structures, such as the allocation of temporary airspace reservations, is achieved through the ASM solutions process that aims at delivering options that can improve flight efficiency and alleviate capacity problems identified in any specific area within the European airspace.

This collaborative process is based on the partnership between ANSPs, NM, AOs and the military collaborating to make the best decision to satisfy civil and military requirements and improve performance achievements.


One of the ASM options supporting the ASM solution process is the utilisation of predefined airspace scenarios.

The Predefined Airspace Scenarios provide a coordinated set of temporary airspace reservations identifying a possible ASM Solution supporting the ASM/ATFCM CDM process. It is managed as a stand-alone scenario or supporting an associated Airspace Configuration.

The identification of predefined airspace scenarios is achieved at strategic level, with the involvement of local civil/military ATM partners. Subject to a CDM process involving all partners, the final decision to activate a predefined airspace scenarios/areas allocation decision remains a responsibility of the relevant AMCs.

The system requirements enabling the implementation of this objective are as follows:

- The Network Manager, as well as local ATM system, shall facilitate an automatic flow of information between the different stakeholders for the identification of optimal predefined Airspace Configurations;
- NM systems shall facilitate the management of predefined airspace scenarios among ATM partners and the notification to AUs/CFSPs of the temporary airspace reservations belonging to the agreed predefined airspace scenarios;
- The Network impact assessment shall be carried out by NM systems before the application of predefined airspace scenarios;
- The NM systems shall support the predefined airspace configurations in any fixed route or FRA environment;
- ASM/ATFCM systems and ATC systems shall support the full sharing of the airspace configuration inputs and outputs in any fixed route or FRA environment;
- The ATC system shall support the dynamic configuration of sectors in order to optimize their dimensions and operating hours in accordance with the traffic demands of the NOP.

DESCRIPTION 

NOTE FOR MILITARY AUTHORITIES: It is the responsibility of each military authority to review this Objective IN ITS ENTIRETY and address each of the SLOAs that the military authority considers RELEVANT for itself. This has to be done on top and above of the review of "MIL" SLOAs which identify actions EXCLUSIVE to military authorities.

Stakeholder Lines of Action (SLoAs)

SLoA ref.	Title	From	By
AOM19.4-ASP01	Define and Implement procedures in support of an improved ASM solution process	01/01/2018	01/01/2022
AOM19.4-ASP02	Adapt ATM systems to support the management of predefined airspace configurations	01/01/2018	01/01/2022
AOM19.4-ASP03	Safety Assessment	01/01/2018	31/12/2022
AOM19.4-ASP04	Training	01/01/2018	31/12/2022
AOM19.4-ASP05	Operational use	01/01/2018	31/12/2022
AOM19.4-NM01	Define and Implement procedures in support of an improved management of predefined airspace configurations and scenarios	01/01/2018	01/01/2022
AOM19.4-NM02	Adapt NM systems to support the management of predefined airspace configurations and scenarios	01/01/2018	01/01/2022
AOM19.4-NM03	Implement tools in support of ASM performance analysis	01/01/2018	01/01/2022
AOM19.4-NM04	Training	01/01/2018	31/12/2022
AOM19.4-NM05	Operational use	01/01/2018	31/12/2022

Description of finalised and deleted SLoAs is available on the eATM Portal @ https://www.eatmportal.eu/working/depl/ess/ip_objectives

Expected Performance Benefits

Safety:	Yes
Capacity:	Yes
Operational Efficiency:	Yes
Cost Efficiency:	Yes
Environment:	Yes
Security:	-

MPL3 Plan 2021

Engineering View Example: SLOA Details

Detailed SLoA Descriptions

AOM19.4-ASP01	Define and Implement procedures in support of an improved ASM solution process	From:	By:
Action by:	ANS Providers		
Description & purpose:	Implement procedures supporting ASM solutions process for the management of predefined Airspace scenarios in combination with sector configurations to identify the optimal predefined airspace configurations to apply <ul style="list-style-type: none"> • Predefined ASM scenarios; • Combined predefined sector configurations. 		
Supporting material(s):	SDM - Full list of supporting material available in "Guidance Material for SESAR Deployment Programme Implementation Planning View 2021", Annex B 08/2021 Url : https://www.sesardeploymentmanager.eu		
Finalisation criteria:	1 - Procedures have been promulgated.		
AOM19.4-ASP02	Adapt ATM systems to support the management of predefined airspace configurations	From:	By:
Action by:	ANS Providers		
Description & purpose:	Adapt ATC, ASM, and ATFCM systems including: <ul style="list-style-type: none"> • system changes for predefined airspace configurations; • sharing of predefined airspace configuration inputs and outputs, including: • ATC sector configurations; • Predefined airspace scenarios, when relevant, or selected temporary airspace structures 		
Supporting material(s):	SDM - Full list of supporting material available in "Guidance Material for SESAR Deployment Programme Implementation Planning View 2021", Annex B 08/2021 Url : https://www.sesardeploymentmanager.eu		
ATM Master Plan relationship:	[ER APP ATC 15]-Flight Data Processing: support Dynamic Sectorisation and Dynamic Constraint Management. [ER APP ATC 77]-ATC Systems enhanced to exchange real-time (tactical) airspace status data with ASM support system		
Finalisation criteria:	1 - ATC systems have been adapted		


MPL3 Plan Access

Engineering View access (I)

The screenshot displays the LSSIP SharePoint Home page. At the top, the 'OneSky Teams' logo is visible. A green box highlights the 'LSSIP Sharepoint > Home' breadcrumb, with a green arrow pointing to it. Below the breadcrumb is a navigation bar with links for various countries and regions, including Albania, Armenia, Austria, Azerbaijan, Belgium, Bosnia, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, France, Finland, Georgia, Germany, Greece, Hungary, Ireland, Israel, Italy, Latvia, Lithuania, Luxembourg, Macedonia, Malta, Moldova, Montenegro, Morocco, Netherlands, Norway, North Macedonia, Poland, Portugal, Romania, Serbia, Slovakia, Slovenia, Spain, Sweden, Switzerland, Turkey, Ukraine, United Kingdom, and the Eject Group (FAO). A search bar is located on the right side of the navigation bar.

The main content area features a 'Welcome to the LSSIP site!' message. Below this, a note states: 'This site is a collaboration tool for the LSSIP Contact Persons & Stakeholders. It is a secure space on the internet to share, organize, collaborate and manage its work. Because of the EUROCONTROL security settings, SharePoint works better under Internet Explorer. Do not use Firefox or Google Chrome.'

The 'Shared Documents' section is divided into two panes. The left pane shows a tree view of document types, with a green box highlighting 'MPL3 2021 - Annexes' and a green arrow pointing to the right pane. The right pane shows a list of documents under the heading 'Document Type : (1)'. The list includes 'Technical Annex 2021_final' and 'MPL3 Plan 2021_final_PJ20', both marked as 'NEW'.



Link: <https://ost.eurocontrol.int/sites/lssip/SitePages/Home.aspx>

Coordinating Deployment Planning and Monitoring in Europe

MPL3 Plan Access

Engineering View access (II)

The screenshot displays the LSSIP - Homepage interface. The top navigation bar includes 'LSSIP - Homepage', 'YEAR 2021', and a menu with 'Impl Objectives' (highlighted with a green box and arrow), 'Projects', 'Surveillance', 'DLS/SDP AF6', 'Reports', 'Values List', 'Changes Logs', 'Analytics', and 'Administration'. A 'Support contact' button is on the right. Below the navigation bar, the left sidebar shows a tree view with 'LT - Lithuania' selected, and 'SDP 3.1.2 / AOM19.4' expanded. The main content area shows the title 'SDP 3.1.2 / AOM19.4 Management of Predefined Airspace Configurations' with a Lithuanian flag. It includes sections for 'Scope' (SDAC), 'Timescales' (Initial operational capability: 01/01/2016, Full Operational Capability / Target Date: 31/12/2022), and 'FAB Coordinated' (Yes). A 'State / Airport level' section is also visible. On the right, there are buttons for 'Discard' and 'Save', and a list of actions: 'Map Tool', 'eATM Portal', 'Implementation Objective Details DV', and 'Implementation Objective Details EV' (highlighted with a green box and arrow). A 'Download Objective EV!' label with a green arrow points to this button. At the bottom right, there is a 'CRs (0/0)' button.



Link: <http://webprisme.cfm.eurocontrol.int/elssip/lssip/index>

Coordinating Deployment Planning and Monitoring in Europe

MPL3 Plan Access

Engineering View access (III)

The screenshot displays the eATM Portal interface. The top navigation bar includes 'Executive Overview', 'Research & Development View', and 'Deployment View' (highlighted with a red box and a '2' in a red circle). The left sidebar shows a menu with 'OVERVIEW', 'PLANNING' (highlighted with a red box and a '3' in a red circle), 'MONITORING', and 'Toggly menu'. Under 'PLANNING', there are sub-items: 'PCP Elements' (with a 'PCP' tag), 'Implementation Objectives (Planning)' (with a 'OBJ' tag), and 'ICAO Block Modules' (with an 'ICAO' tag). The main content area shows the breadcrumb 'Deployment View / Implementation Objectives (Planning)' and the title 'ATC17 — Electronic Dialogue as Automated Assistance to Controller during Coordination and Transfer' (with an 'OBJ' tag). A red box highlights the 'Print' icon in the top right, with a tooltip showing 'Print/PDF - As in screen' and 'Print/PDF - 'Classic' layout' (with a '4' in a red circle). The main text describes the operational context and lists three numbered points regarding electronic dialogue and coordination processes. A note at the bottom states: 'NOTE: This objective complements the (mandatory) requirements of basic notification, coordination and transfer functionalities which were covered in Implementation objective ITY:COIR (achieved in 2015) and regulated by Regulation (EC) No 1032/2006.' The footer shows the URL 'https://www.atmmasterplan.eu/' and 'Last data refresh: 14-09-2020 / Portal version: 1.0.72.5.3661 (L08)'.



Link: https://www.atmmasterplan.eu/depl/essip_objectives



National Local Single Sky ImPlementation (LSSIP) documents



Link: <https://www.eurocontrol.int/service/local-single-sky-implementation-monitoring>

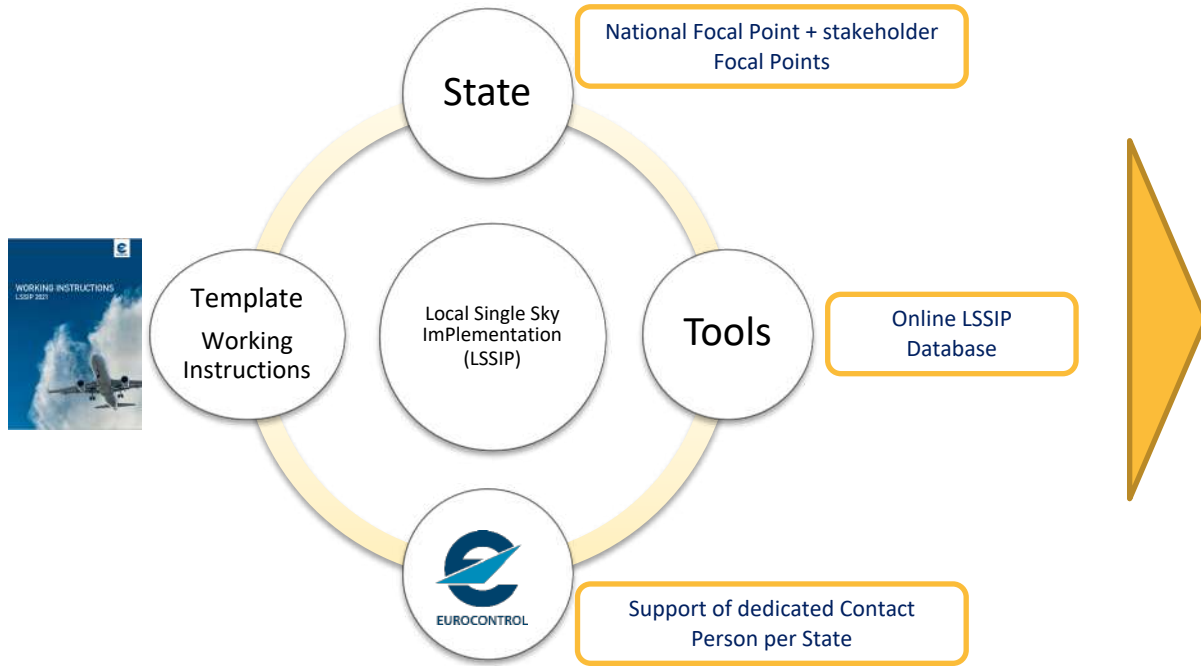
LSSIP Documents

Context

- A “Reality check” on the MPL3 Plan, as reported by National Stakeholders, who **sign and commit** to the report documents.
- **For each ECAC State** (+ MUAC, Israel, and Morocco), **one printed document** containing the local implementation plan and progress report.
- A review of the **situation at the end of the calendar year, the evolution over the past year, and the plans for next years** until achievement of each individual Implementation Objective.
- LSSIP process is also extended to the whole **ICAO EUR region**:
 - directly used for ECAC States;
 - with questionnaire for other ICAO EUR States.

LSSIP Documents

Elaboration process



National LSSIP Documents



The LSSIP documents are structured into 5 Chapters:

Chapter 1 National ATM Environment

An overview of the ATM **institutional arrangements within the State** (including an overview of the airspace organization and classification, the ATC Units, the ATM systems operated by the main ANSP(s)).

Chapter 2 Traffic and Capacity

A comprehensive picture of the situation of Air Traffic, **Capacity and ATFM Delay** per each ACC in the State.

Chapter 3 Implementation Projects

A set of the **main implementation projects** (at national and multinational level) which contribute directly to the implementation of the ATM MP related elements.

Chapter 4 Cooperation Activities

This section deals with the **other cooperation activities** beyond the projects. It provides an overview of the all multinational initiatives.

Chapter 5 Implementation Objectives Progress

High-level information on progress and plans of each **Implementation Objective**.



Link: <https://www.eurocontrol.int/service/local-single-sky-implementation-monitoring>

LSSIP Documents

Download the LSSIP Documents

2020 LSSIP documents

[Albania Local Single Sky Implementation \(LSSIP\) document – 2020](#)

7 APRIL 2021

↓ Download

[Armenia Local Single Sky Implementation \(LSSIP\) document – 2020](#)

26 MARCH 2021

↓ Download

[Austria Local Single Sky Implementation \(LSSIP\) document – 2020](#)

18 MAY 2021

↓ Download

[Azerbaijan Local Single Sky Implementation \(LSSIP\) document – 2020](#)

6 MAY 2021

↓ Download

[Belgium Local Single Sky Implementation \(LSSIP\) document – 2020](#)

5 MAY 2021

↓ Download

[Bosnia and Herzegovina Local Single Sky Implementation \(LSSIP\) document – 2020](#)

7 APRIL 2021

↓ Download

[Bulgaria Local Single Sky Implementation \(LSSIP\) document – 2020](#)

7 APRIL 2021

↓ Download



Link: <https://www.eurocontrol.int/service/local-single-sky-implementation-monitoring>

LSSIP Reporting Cycle

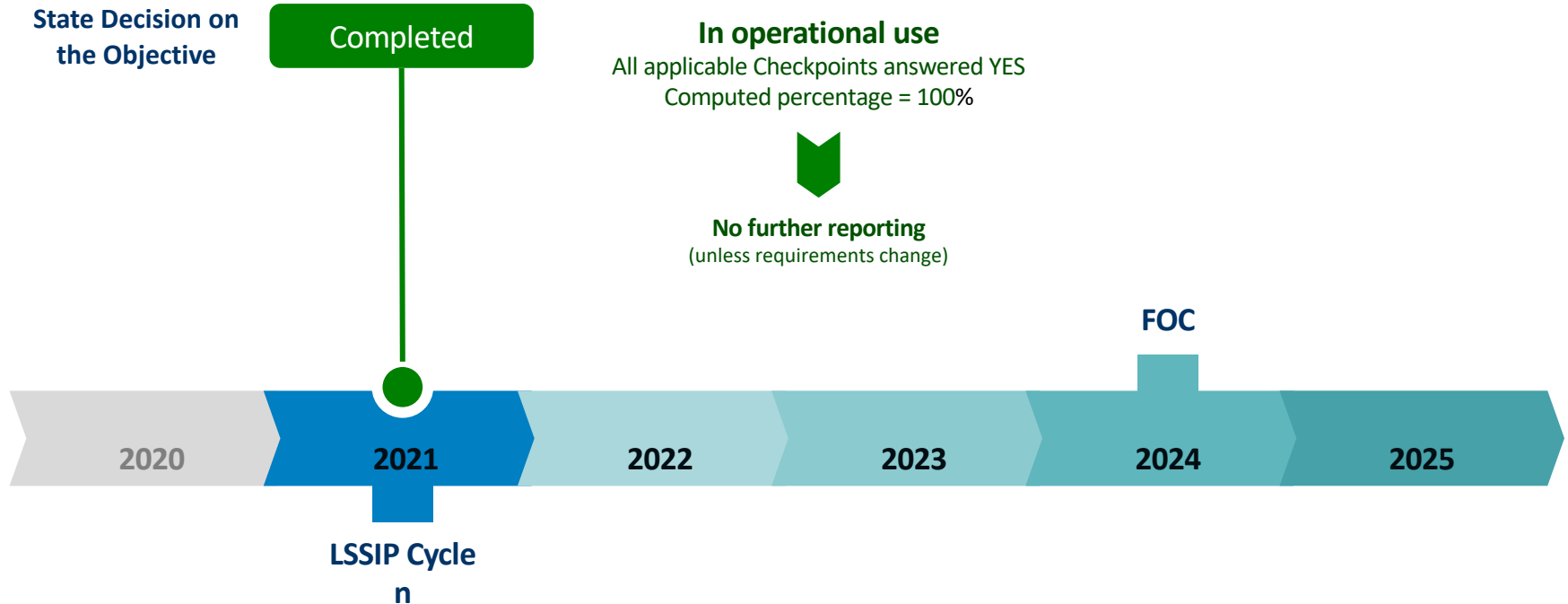
Implementation status: the concept of progress status

Completed	Function in operational use	100%
Ongoing	Implementation started but is not yet fully completed. The planned implementation date is within the SLoA / SDP DM end date or later (delays are properly detailed).	1% - 99%
Planned	A planned schedule and proper (approved and committed budgeted) actions are specified within the SLoA / SDP DM end date for completion.	0%
Not yet Planned	No plan yet: feasibility phase, no budget allocated, risk identification, etc.	0%
Not Applicable	Objective is not relevant for the State	-

NB – this colour scheme applies to the LSSIP+ 2021 cycle

LSSIP+ Reporting Cycle

Implementation status: completed



LSSIP+ Reporting Cycle

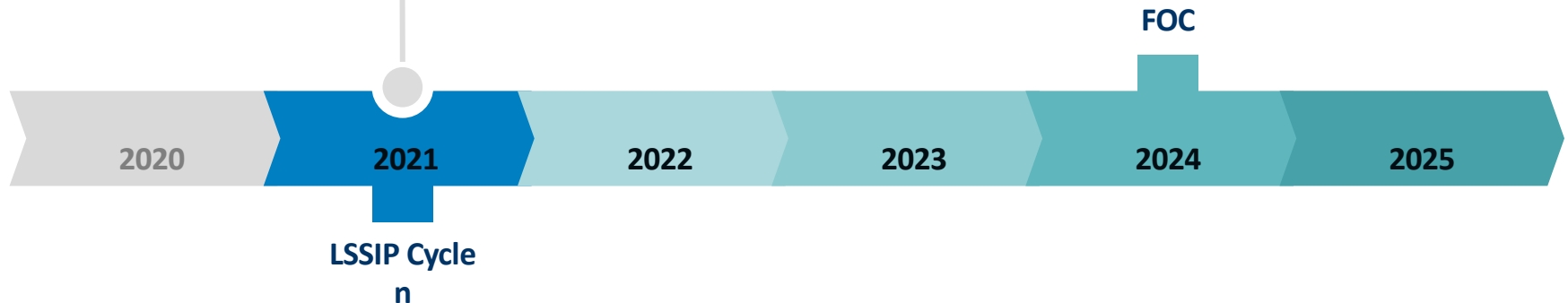
Implementation status: not applicable

State Decision on the Objective

Not Applicable

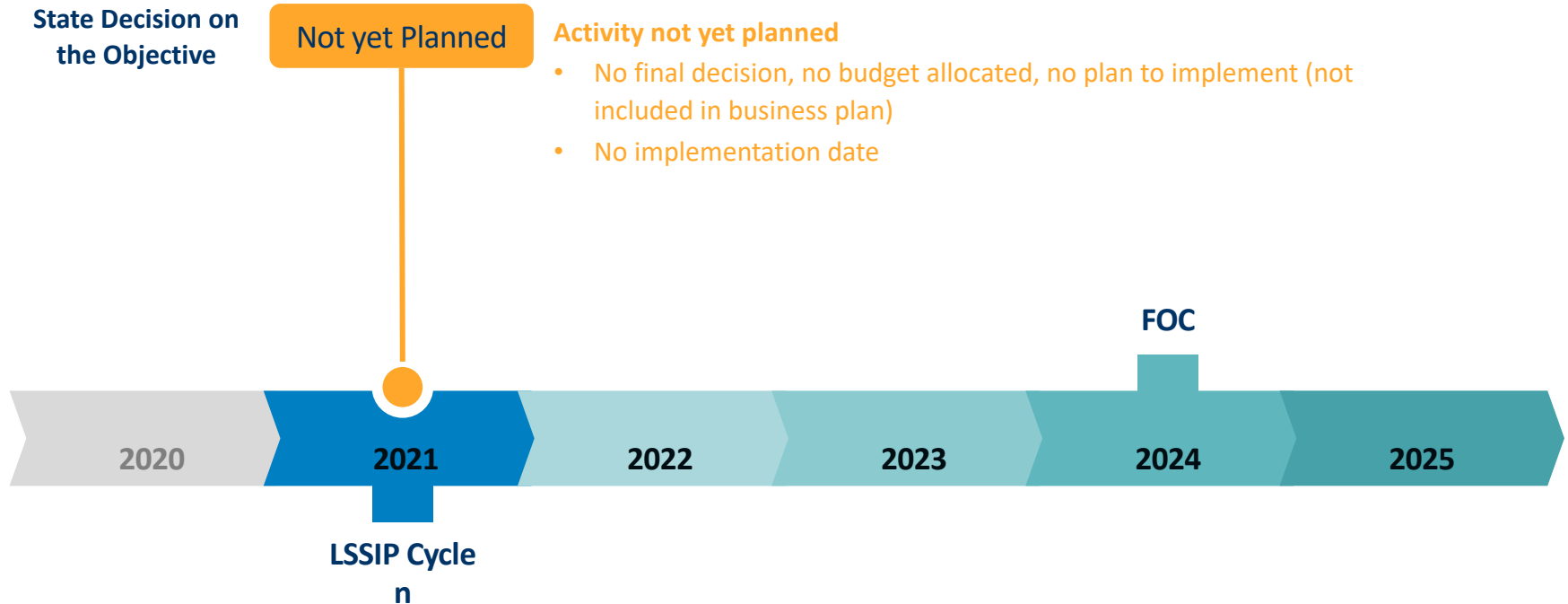
- Outside of the Applicability Area / alternative solutions in place
- All Checkpoints answered N/A
- No computed percentage

No further reporting
(unless requirements change)



LSSIP+ Reporting Cycle

Implementation status: not yet planned



LSSIP+ Reporting Cycle

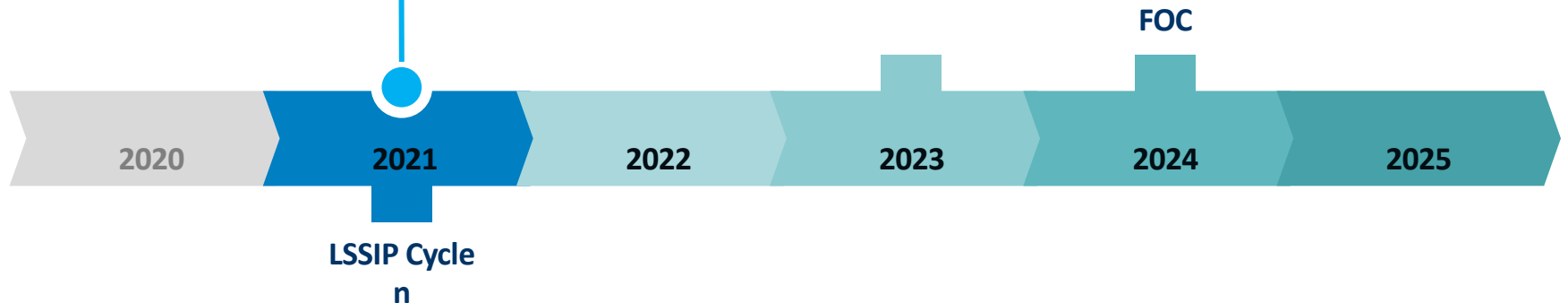
Implementation status: planned

State Decision on the Objective

Planned

Covered by Business Plan but activity not yet started

- All applicable Checkpoints answered NO
- Computed percentage = 0%



LSSIP+ Reporting Cycle

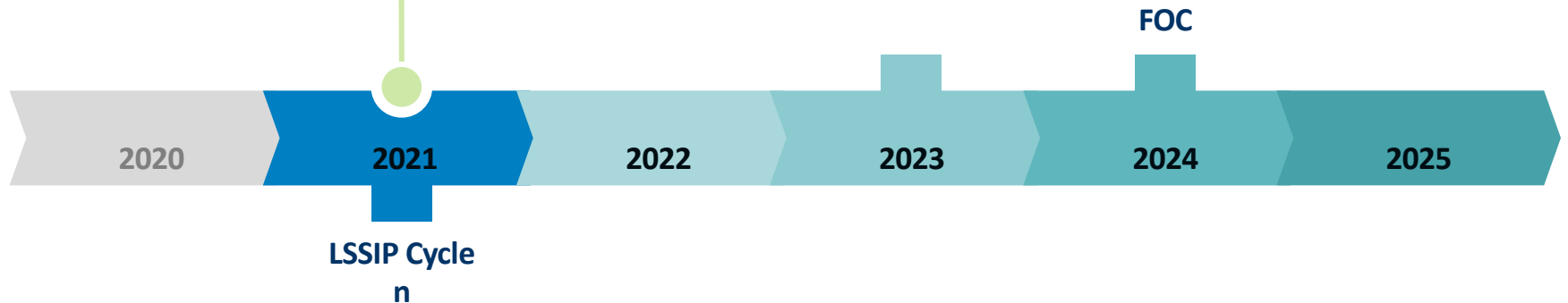
Implementation status: ongoing

State Decision on
the Objective

Ongoing

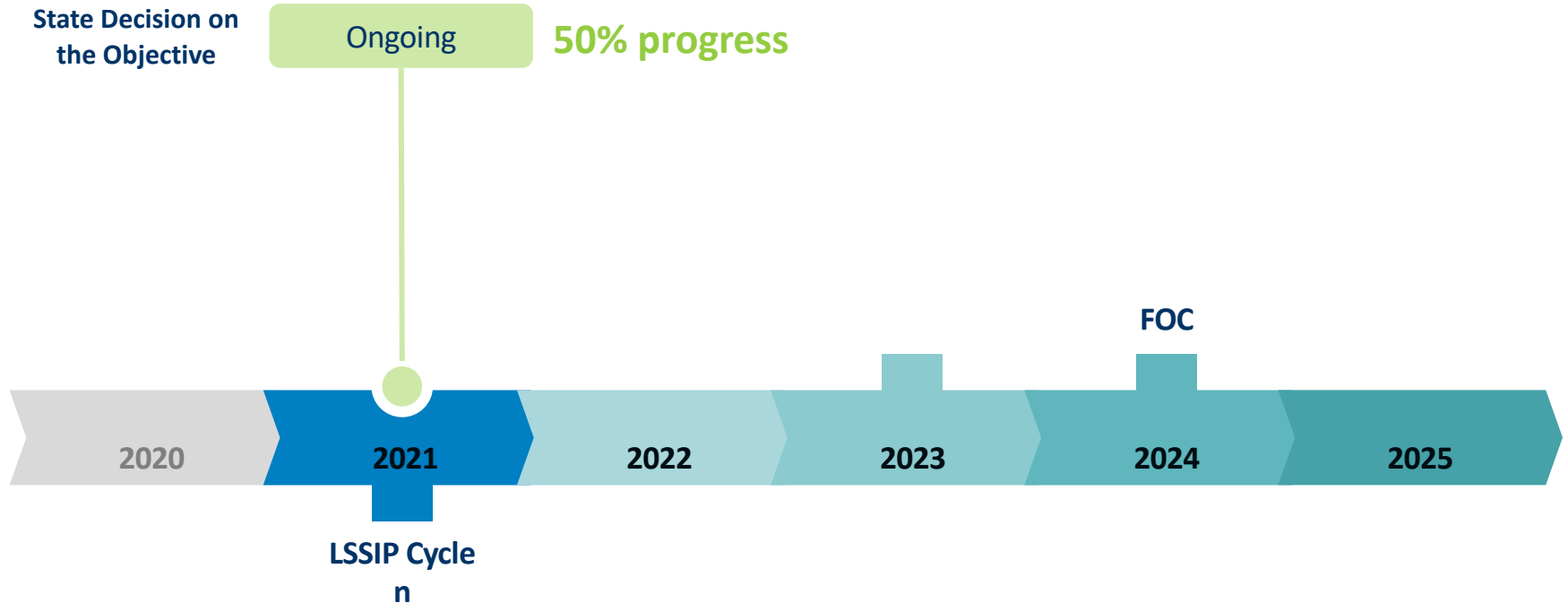
Implementation started

- At least one Checkpoint answered YES
- Computed percentage = 1% - 99%



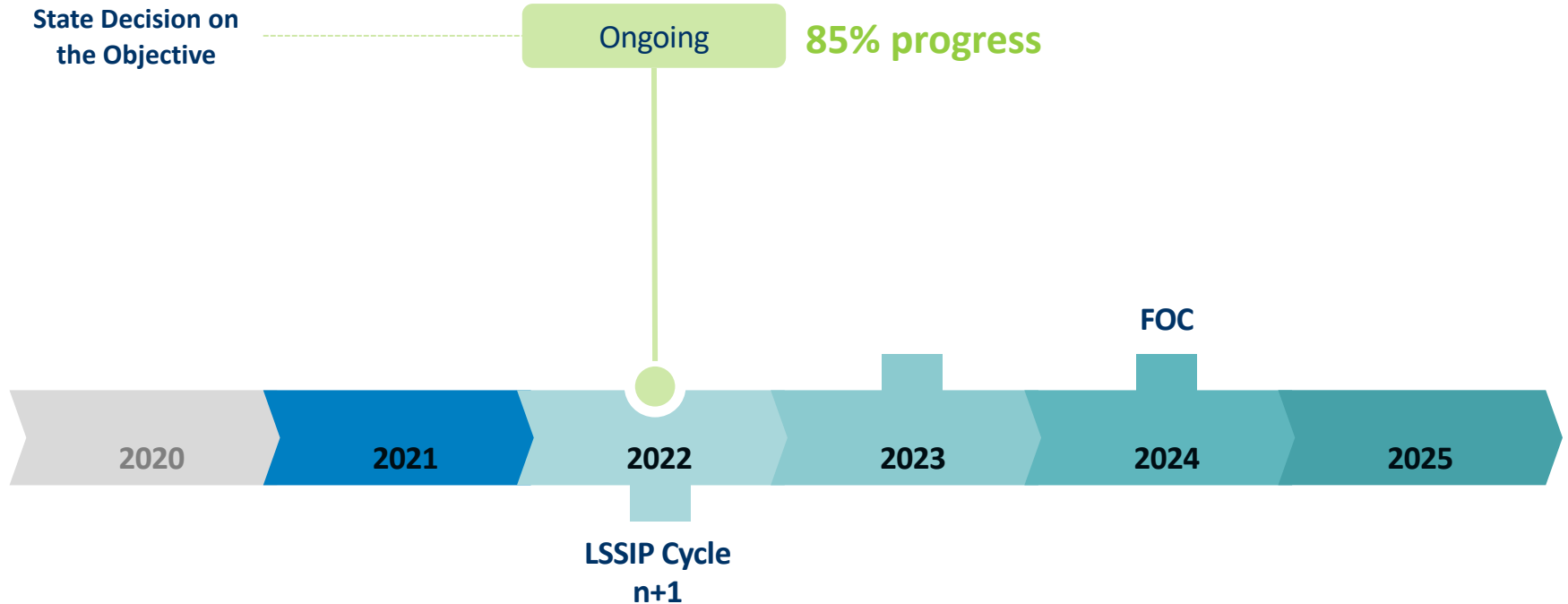
LSSIP+ Reporting Cycle

Example #1: activity completion before FOC date



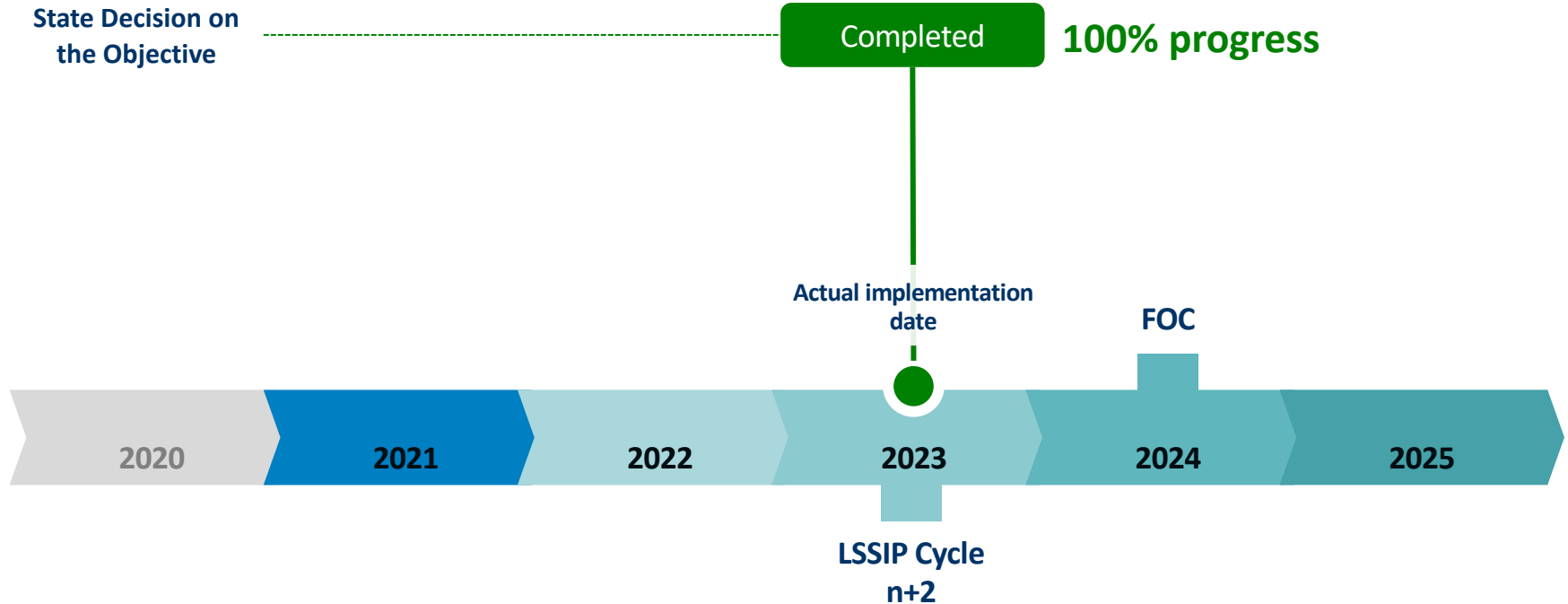
LSSIP+ Reporting Cycle

Example #1: activity completion before FOC date



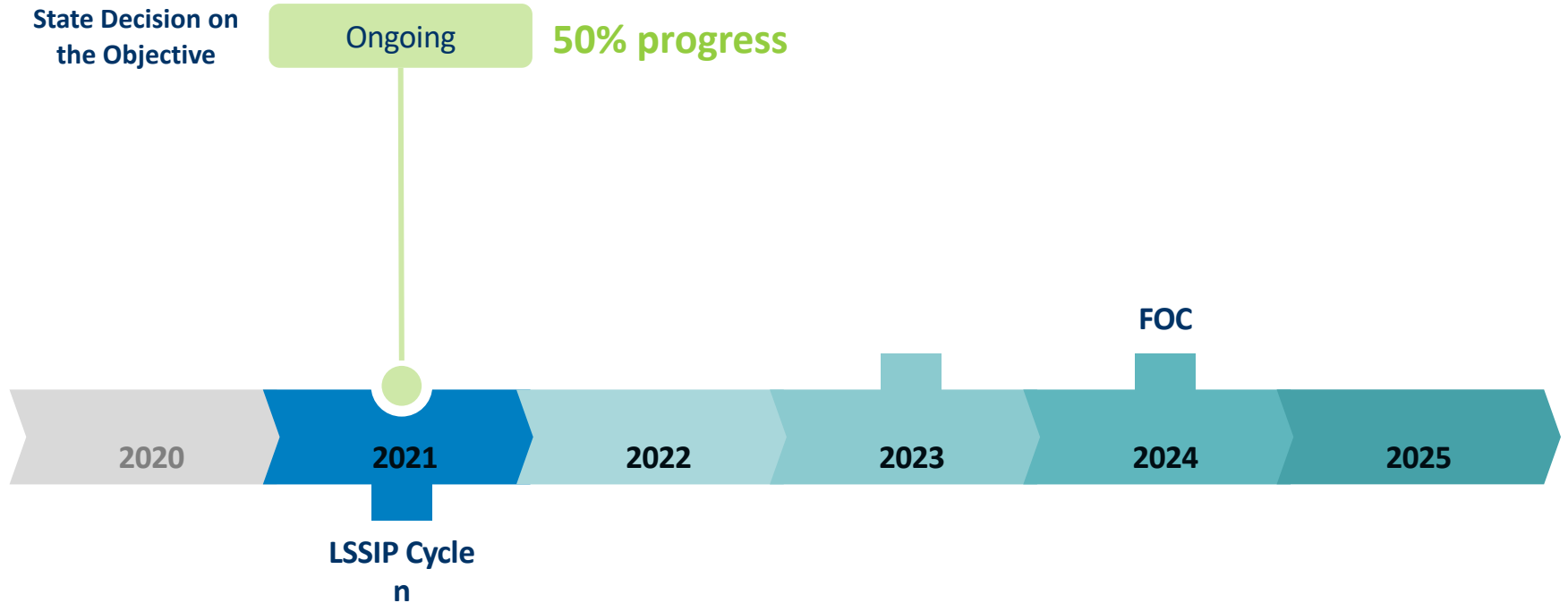
LSSIP+ Reporting Cycle

Example #1: activity completion before FOC date



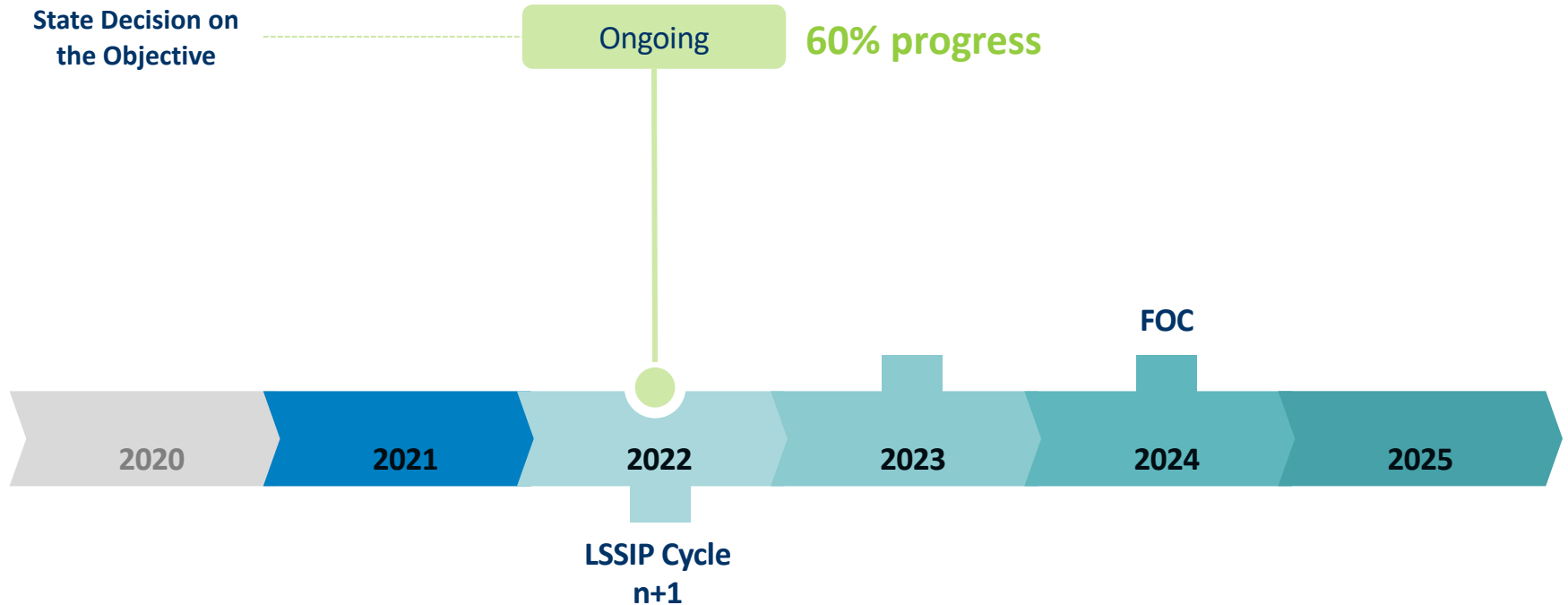
LSSIP+ Reporting Cycle

Example #2: activity completion beyond FOC date



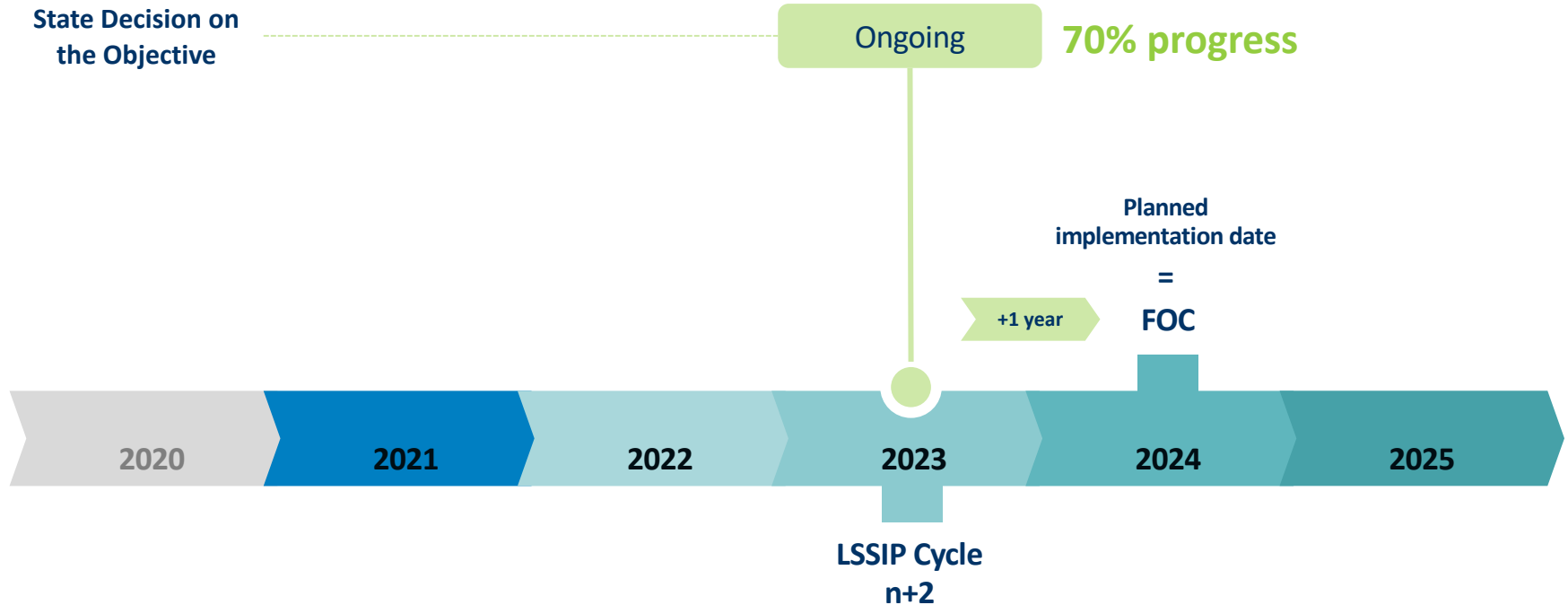
LSSIP+ Reporting Cycle

Example #2: activity completion beyond FOC date



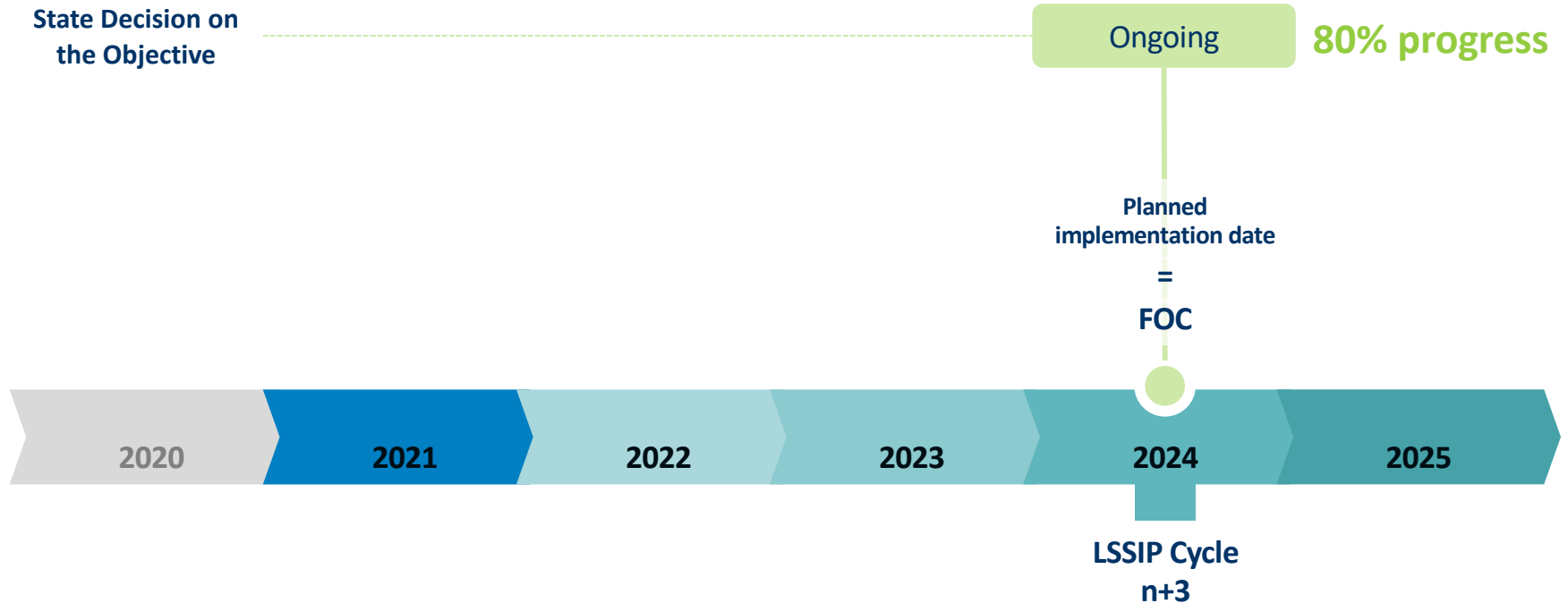
LSSIP+ Reporting Cycle

Example #2: activity completion beyond FOC date



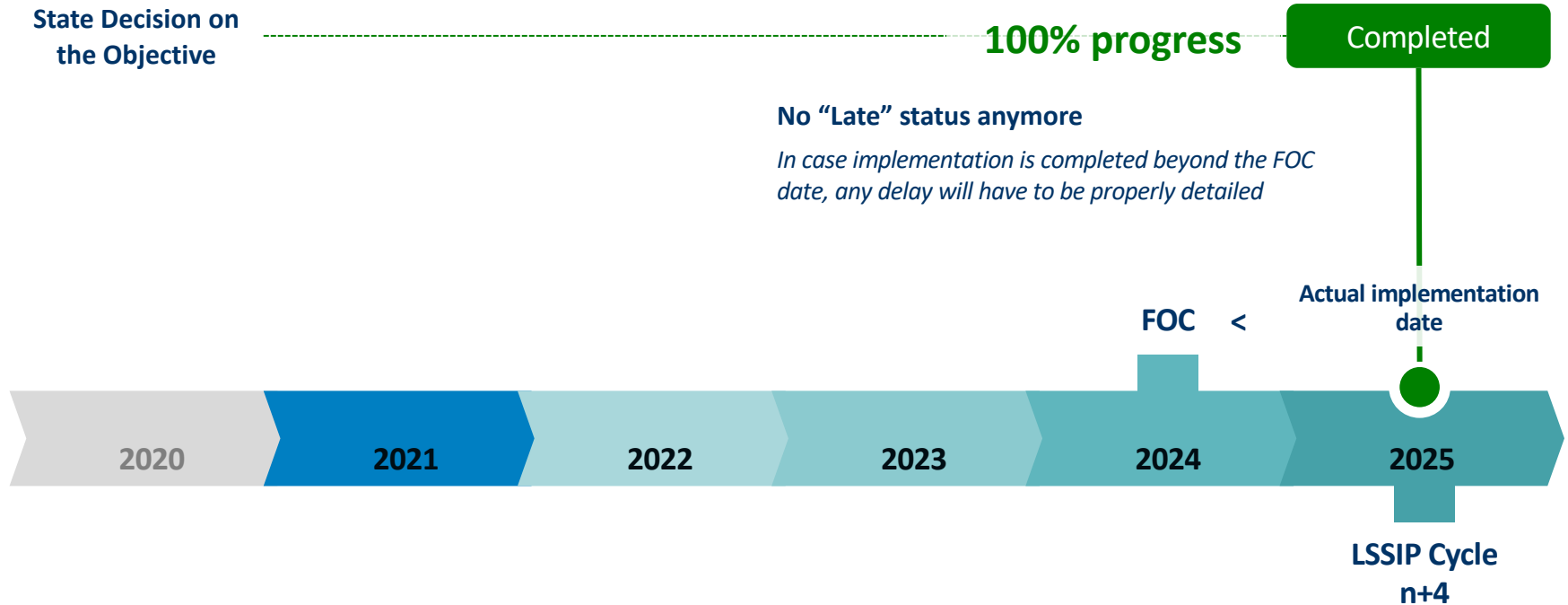
LSSIP+ Reporting Cycle

Example #2: activity completion beyond FOC date



LSSIP+ Reporting Cycle

Example #2: activity completion beyond FOC date



LSSIP+ Reporting Cycle

Calculation example (only meant for illustrative purposes)

AOP4.2 A-SMGCS Runway Monitoring and RMCA (former Level 2)

35%*

Ongoing (by:30/06/2022)



* This method to calculate the progress percentage is applicable only to non-CP1 Objectives

Overall Implementation APO		100%	Completed	
	AOP04.2-APO01 Install required A-SMGCS RMCA function equipment	100%	Completed	
1	Activity started (e.g. Project kicked-off)	10%	Y	-
2	Required A-SMGCS Level 2 control function system procured	30%	Y	30/06/2019
3	Required A-SMGCS Level 2 control function system installed	60%	Y	31/12/2020
Overall Implementation ASP		13%	Ongoing (by:31/12/2021)	
	AOP04.2-ASP01 Install required A-SMGCS RMCA function equipment	40%	Ongoing (by:31/12/2021)	
1	Activity started (e.g. Project kicked-off)	10%	Y	-
2	Required A-SMGCS Level 2 control function system procured	30%	Y	-
3	Required A-SMGCS Level 2 control function system installed	60%	N	31/12/2021
	AOP04.2-ASP02 Train aerodrome control staff in the use of A-SMGCS RMCA	0%	Planned (by: 31/03/2022)	
1	Activity started (e.g. Project kicked-off)	10%	N	30/11/2021
2	Training ongoing	40%	N	-
3	Training completed	50%	N	31/03/2022
	AOP04.2-ASP03 Implement approved A-SMGCS RMCA operational procedures	0%	Planned (by: 30/06/2022)	
1	Activity started (e.g. Project kicked-off)	10%	N	-
2	Local A-SMGCS Level 2 operational procedures drafted	30%	N	-
3	Local A-SMGCS Level 2 operational procedures agreed, tested & validated	35%	N	-
4	Local A-SMGCS Level 2 operational procedures implemented, i.e. in operational use	25%	N	30/06/2022

AOP status is completed 100%

SloA status is completed 100%

Airport completed all checkpoints.

ASP status is ongoing 13% (40%÷3)

SloA status is ongoing 40%

ANSP partially completed SloA#1
Status is **ongoing**

SloA status is planned

ANSP did not complete any checkpoint, but a date is foreseen. Status is **planned**

Same as for SloA #2
Status is **planned**

LSSIP Documents

EUROCONTROL Engagement



In 2021, **44 LSSIP documents** were issued, i.e. 41 ECAC States, MUAC, Israel and Morocco.

EUROCONTROL has the **commitment of the ECAC States** since almost 30 years.

MPL3 Progress Report



MPL3 Progress Report



Link: <https://www.eurocontrol.int/publication/european-atm-master-plan-implementation-report-level-3>

- Provides a **Synoptic View**, as well as a **Deployment View** at Implementation Objective level.
- **ECAC-wide implementation Progress** Assessment.
- **Under the aegis of SESAR** – more than **30 contributors from ATM industry**.
- MP L3 Progress Report is **based mainly on LSSIP data** but also on other sources (PRISME, NM, Stakeholders).
- Fully **driven by EOCs** and **aligned to MP** Levels 1 & 2.

MPL3 Progress Report

Contents

EXECUTIVE SUMMARY

What is the role of the European Master Plan Level 3 Implementation Report?

The European ATM Master Plan (MP) Level 3 Implementation Report provides a holistic view of the implementation of commonly agreed actions to be taken by ECAC+ States, in the context of the implementation of SESAR. These actions are consolidated in the form of "Implementation Objectives" that set out the operational, technical and institutional improvements that have to be applied to the European ATM network. In order to maintain the alignment with the other two Levels of the Master Plan, the "Implementation Objectives" are grouped per Essential Operational Change (EOC) as defined in the Executive view of the Master Plan.

What is the overall progress of SESAR implementation?

This 2023 Level 3 Report (reference year 2020) is based on the Master Plan Level 3 Implementation Plan edition 2020, that includes 53 active (i.e. monitored at network/national/local level) implementation objectives as well as on the LSSIP 2020 reports submitted by the EUROCONTROL States (and Maastricht UAC). As in the previous editions of the Plan, in order to reflect to the largest extent the results of SESAR and its mature and performing SESAR Solutions, the 2020 edition of the Plan contained several "Local" implementation objectives. These objectives are addressing solutions considered beneficial for specific operating environments, and for which a widespread and coordinated commitment for implementation has not been expressed yet. Amongst the 53 active implementation objectives included in the 2020 Implementation Plan, ten (10) belong to this "Local" category. They are the following:

- AOP14 - Remote Tower Services
- AOP15 - Enhanced traffic situational awareness and airport safety nets for the vehicle drivers
- AOP16 - Guidance assistance through airfield ground lighting
- AOP17 - Provision/Integration of departure planning information to NM Operations Centre
- AOP18 - Runway Status Lights (RWSL)
- ATC18 - Multi-Sector Planning En-route - TP2T
- ATC19 - Enhanced AMAN-DMAN integration
- ATC20 - Enhanced STCA with down-linked parameters via Mode S Enhanced Surveillance
- ENVO2 - Airport Collaborative Environmental Management
- ENVO3 - Continuous Climb Operations

Despite the catastrophic effects of the COVID-19 pandemic on aviation, the implementation progress of the Master Plan Level 3 is steady, with advances in implementation recorded all across the ECAC area. For 32 objectives (excluding local ones) at least one State/Airport has reported completion in 2020. The table below shows the top performers of the current cycle (including the "Local" objectives):

Implementation Objective	SESAR Solution reference	Change in the number of States/Airports that have completed the objective in 2020 (2019=2020)	States/Airports that have completed the objective in 2020	Progress completion in 2020 (2020=2020)	Number of States/Airports that have completed the objective in 2020
COM12 (NewOps)	-	+21	AZ, BE, CH, CY, CZ, DE, DK, ES, FR, GR, HU, IL, LV, LT, LU, NL, NO, PL, PT, SE, SI	+40% (65%)	20 (43)
ITV-SP (Surveillance Performance and interoperability)	-	+10	BE, BG, DK, DE, HR, HU, IT, LU, LV, SK	+20% (60%)	20 (45)
COM19 (Migration to ADS-B)	-	+6	BA, CH, EI, GR, LT, PL	+33% (77%)	14 (18)
ATC02.9 (STCA in TMAs)	460	+5	AZ, FI, IL, LU, NO	+16% (35%)	14 (18)

Content and graphical elements of the individual Synoptic Views

The source of the information in this document, including for all the graphical elements, is the data reported during the LSSIP 2020 cycle, reflecting the implementation status at 31st December 2020. The Views are structured per Essential Operational Change (EOC) as identified in the Executive view of the European ATM Master Plan, edition 2020. Each View summarizes the evolution of the implementation Objectives and SESAR Solutions assigned to each respective EOC.



The graphical designator indicates the EOC and is fully consistent with the corresponding designator from the Executive view of the Master Plan.

The implementation status table shows the consolidated evolution of the objectives within the EOC in 2020.

Implementation Objective	SESAR Solution ref.	Change in the number of States/Airports that have completed the objective in 2020 (2019=2020)	States/Airports that have completed the objective in 2020	Progress completion in 2020 (2020=2020)	Number of States/Airports that have completed the objective in 2020	EOC	Implementation Status	Final date of delivery
AOM19.1	461	0	none	+1% (1%)	14 (15)	01/2022	On time	01/2022
AOM19.2	461	0	LV	+5% (5%)	1 (5)	01/2022	Partial delay	12/2021

It includes:

- The name of the objective;
- The SESAR Solution, if any, functionally linked to the objective;
- The number of States/Airports which have completed the objective in 2020 (compared with 2019);
- The States/Airports that have completed the objective in 2020. Minus (-) means that a particular State/Airport reviewed its status from "Completed" to any other status.
Note: When such revision happens, it is further addressed/explained in the Deployment View at individual objective level;
- The evolution of the completion rate in 2020 as percentage of completed States/Airports out of all States/Airports in the applicability area of the objective. The value between brackets shows the cumulative completion rate reached at the end of 2020;
- The absolute number of States/Airports that have completed the objective. The value between brackets shows the total number of States/Airports in the applicability area of the objective;
- The agreed Full Operational Capability as defined in the MP L3 2020 Implementation Plan;
- The implementation status is determined based on the estimated completion date relative to the Full Operational Capability of the objective. In some cases this information is not available, i.e. when estimated achievement date is not provided by the States (e.g. plans for implementation are yet to be defined);
- The estimated completion date based on the plans reported by stakeholders. However, for some objectives, in particular the recent ones, which are in early planning phase, or for the "Local" objectives, the estimated achievement date cannot always be defined.

The colour of the Implementation Status reflects the taxonomy of the progress assessment as defined in the Deployment Views section of this document.

EOC: Fully Dynamic and Optimised Airspace Organisation

AOM19.1 ASM tools to support A-FUA

Stakeholders:
• ANSP
• Network Manager

FOC: 01/2022
Estimated achievement: 01/2022

SESAR Solution: Solution #01

Status: **On time**

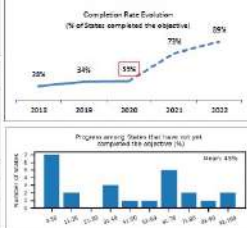
PCP Sub-Functionality: 5-AFS.1 ASMan Advanced FUA

ICAO ASBU: FRTD/00/2

OK Steps: AOM-0202, AOM-0202-A

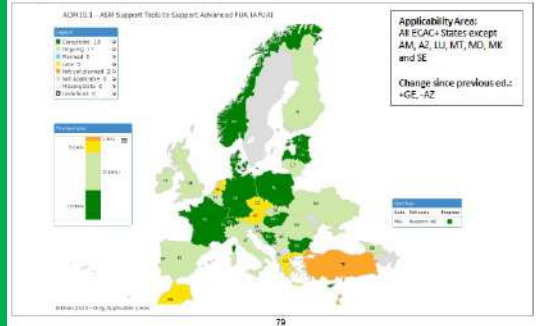
Network Strategy Plan: S03/2, S03/3

Expected benefits:



Main 2020 developments

The FOC date for this objective was changed to 1/1/2022 therefore a large number of States (15 States) switched the implementation status from "Late" (as during the previous reporting cycle) to "Ongoing", with the implementation expected before the new FOC date, while MA went from "Ongoing" to "Late". TR will evaluate the objective for the next reporting cycle, while GE joined the applicability area this year reporting implementation plans by the FOC date. 24 States including Maastricht UAC (2 more than last year) have implemented local ASM tools (AOM19.1-ASPO1), some are local solutions but a majority of them (17) rely on LARA (Local and sub-Regional ASM Support System). The widespread implementation of the objective is expected to be reached during 2022, date which is consistent with the provisions of the OPS Regulation (EU 1175/2012 - Sub-NF 3.1 on ASM and Advanced FUA) requiring the availability of the functionality by 12/2022.



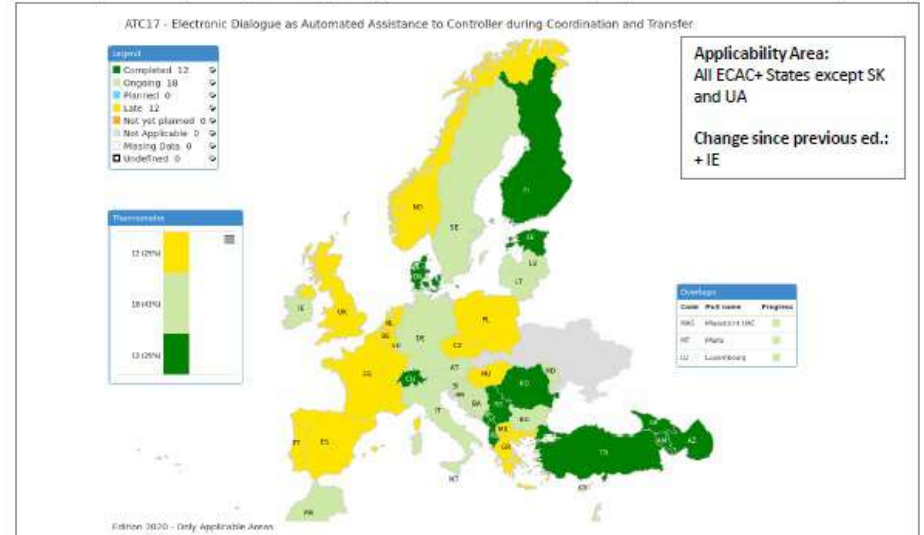
MPL3 Progress Report

Example of ATC17

EOC: Fully Dynamic and Optimised Airspace Organisation

ATC17 Electronic Dialogue supporting COTR

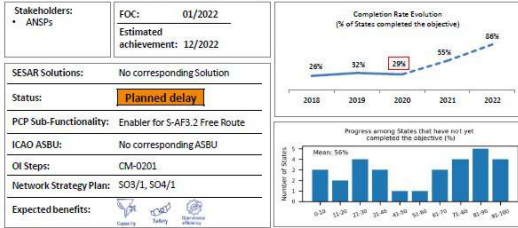
Stakeholders: • ANSPs	FOC: 01/2022 Estimated achievement: 12/2022	
SESAR Solutions: No corresponding Solution	Status: Planned delay	
PCP Sub-Functionality: Enabler for S-AF3.2 Free Route	ICAO ASBU: No corresponding ASBU	
Ol Steps: CIM-0201	Network Strategy Plan: S03/1, S04/1	
Expected benefits:		
Main 2020 developments: This objective complements the services implemented with ITY-COTR. In 2020 the objective FOC date was moved from 2018 to 2022. The objective is now on an only marginally delayed schedule, with an estimated achievement date (i.e. at least 80% of the States having completed the objective) of 12/2022. Completion so far has been declared by 12 States, with Serbia and Montenegro having reported completion in 2020. However the completion rate has suffered a small reduction as 3 States (BA, HR and LU) have reverted the status from "Completed" to "Ongoing". 18 States declared it as "ongoing" (linked to the extension of the FOC date), with still another 12 declaring it "late". In a good number of cases, the implementation of this Objective follows the scheduled implementation of new ATM systems. Most OLDI messages are already available in many ATM systems across the applicability area, but often their operational introduction is pending on the signing of an agreement between neighbouring ACCs. OLDI messages supporting basic procedure (PAC and COD) are used by 36 ACCs: those supporting transfer of communication by 20; and those for coordination by 8.		



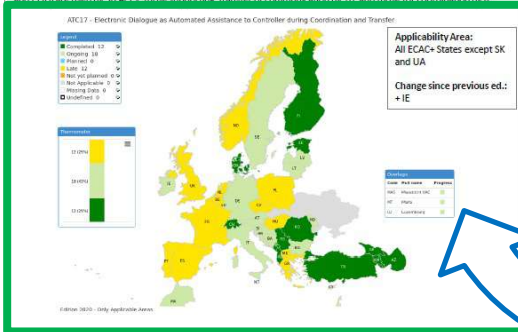
MPL3 Progress Report

The Map Tool

EOC: Fully Dynamic and Optimised Airspace Organisation ATC17 Electronic Dialogue supporting COTR

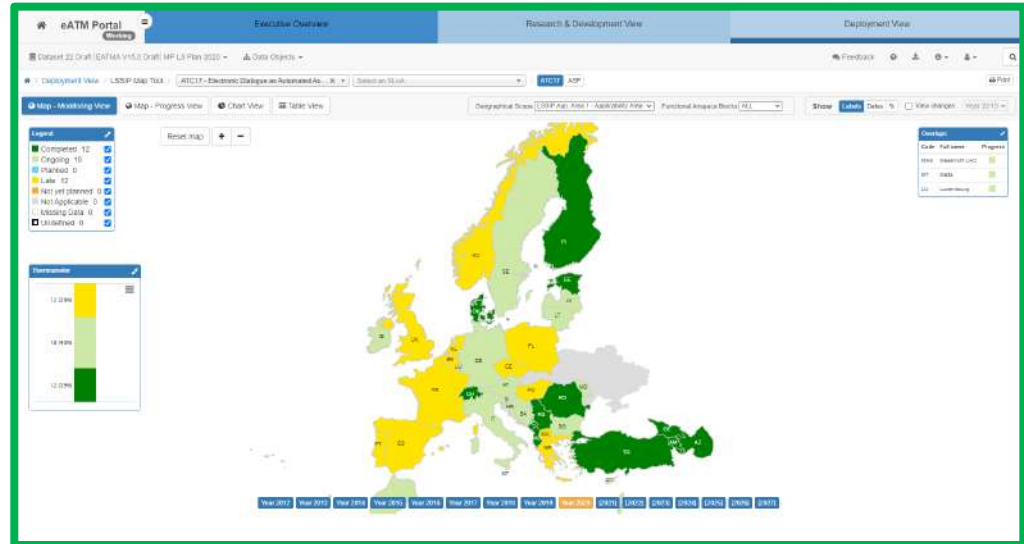


Main 2020 developments:
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EATM Portal:

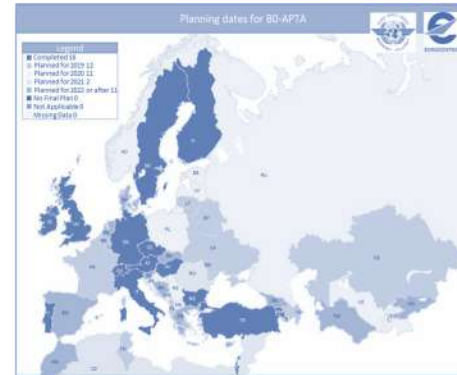
https://www.eatmportal.eu/working/depl/ess_objectives/map



Global dimension – connected to ICAO GANP



MP is a high interest cooperation area in all **bilateral arrangements** with FAA, Japan, Singapore, Qatar ...



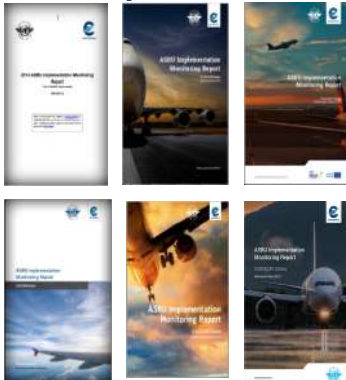
The MP is the voice and “ambassador” of European ATM on the global scene

ICAO ASBU Implementation Monitoring Report



Link: <https://www.eurocontrol.int/publication/aviation-system-block-upgrade-asbu-implementation-monitoring-report-2019>

- ✓ **The ASBU (Aviation System Block Upgrades) Implementation Monitoring Report** is a key document for the EASPG (European Aviation System Planning Group) to monitor and analyse the ASBU implementation within the EUR Region.
- ✓ Developed by **EUROCONTROL** in cooperation with **ICAO EUR/NAT** Office.
- ✓ First report prepared in 2015 for the reporting/reference period 2014.
- ✓ **Reference year 2019 - Last report based on GANP 5th edition (2016)**



GANP 5th Edition
(reports with ASBU
Modules)

GANP 6th Edition
First report due by
December 2021
(with ASBU
Elements)

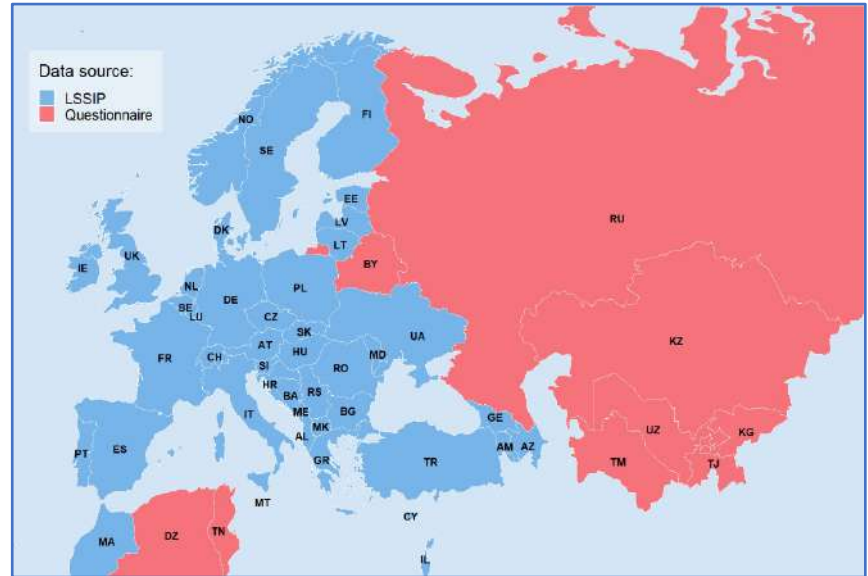


ICAO ASBU Implementation Monitoring Report

Data sources and geographical scope

Two main data sources:

- ✓ **LSSIP mechanism (43 States)** - ECAC States and the 2 States with a comprehensive Agreement with EUROCONTROL (IL + MA); **no double reporting** to comply with ICAO monitoring requirements;
- ✓ **Dedicated questionnaire (9 States)** - remaining non-ECAC States within ICAO EUR Region; reporting burden limited to a minimum with specific guidance provided by EUROCONTROL.



Geographical scope of the report

ICAO ASBU Implementation Monitoring Report

Global Air Navigation Plan

- ✓ Endorsed at **40th ICAO Assembly in October 2019**
- ✓ New GANP web portal: <https://www4.icao.int/ganpportal/>
- ✓ **ASBU Elements** to be monitored from now on in EUR Region:

	Block 0	Block 1	TOTAL
To be monitored	40	47	87
Not to be monitored	12	15	27
<i>Covered by 2020 LSSIP + PBN MapTool + SUR questionnaire etc. (Report 2021)</i>	32 (+4 MET)	31 (+4 MET)	63 (+8 MET)
+ CP1 updates for 2021 (Report of 2022)	?	? (e.g. FCM11.1 – NOPS B1/3)	?



Quiz on this module

How many LSSIP Documents are published on the EUROCONTROL website each year?



5?



44? Or



92?



Quiz on this module

How often is the Master Plan Progress Report produced?



Every year?



Every 2 years? Or




Every month?



Quiz on this module

Where can I access the Technical Annex – Engineering View ?

- A In the LSSIP DB and SP?
- B In the eATM Portal? Or
- C All platforms mentioned above? 

ATM Implementation Planning, Reporting and Monitoring Process

1

Overall timeline

2

Supporting documents for LSSIP

3

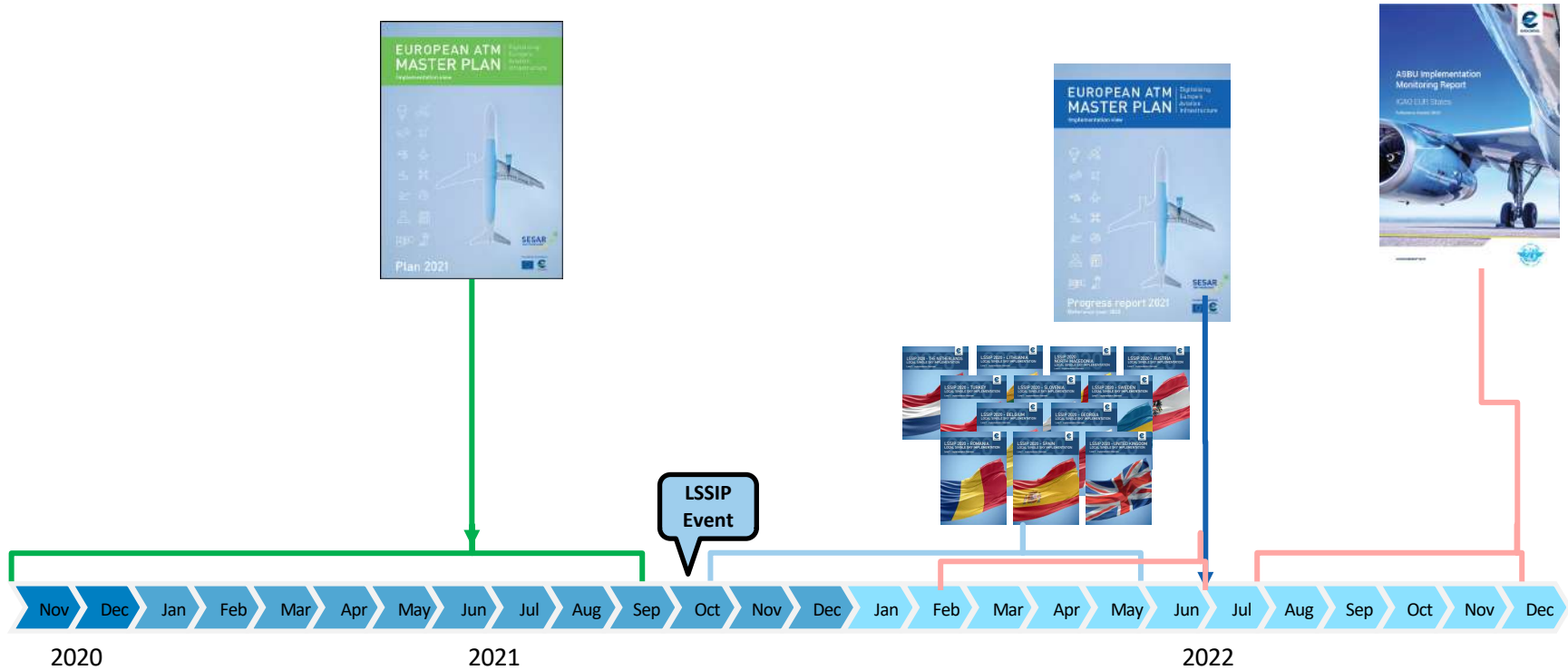
LSSIP timeline

4

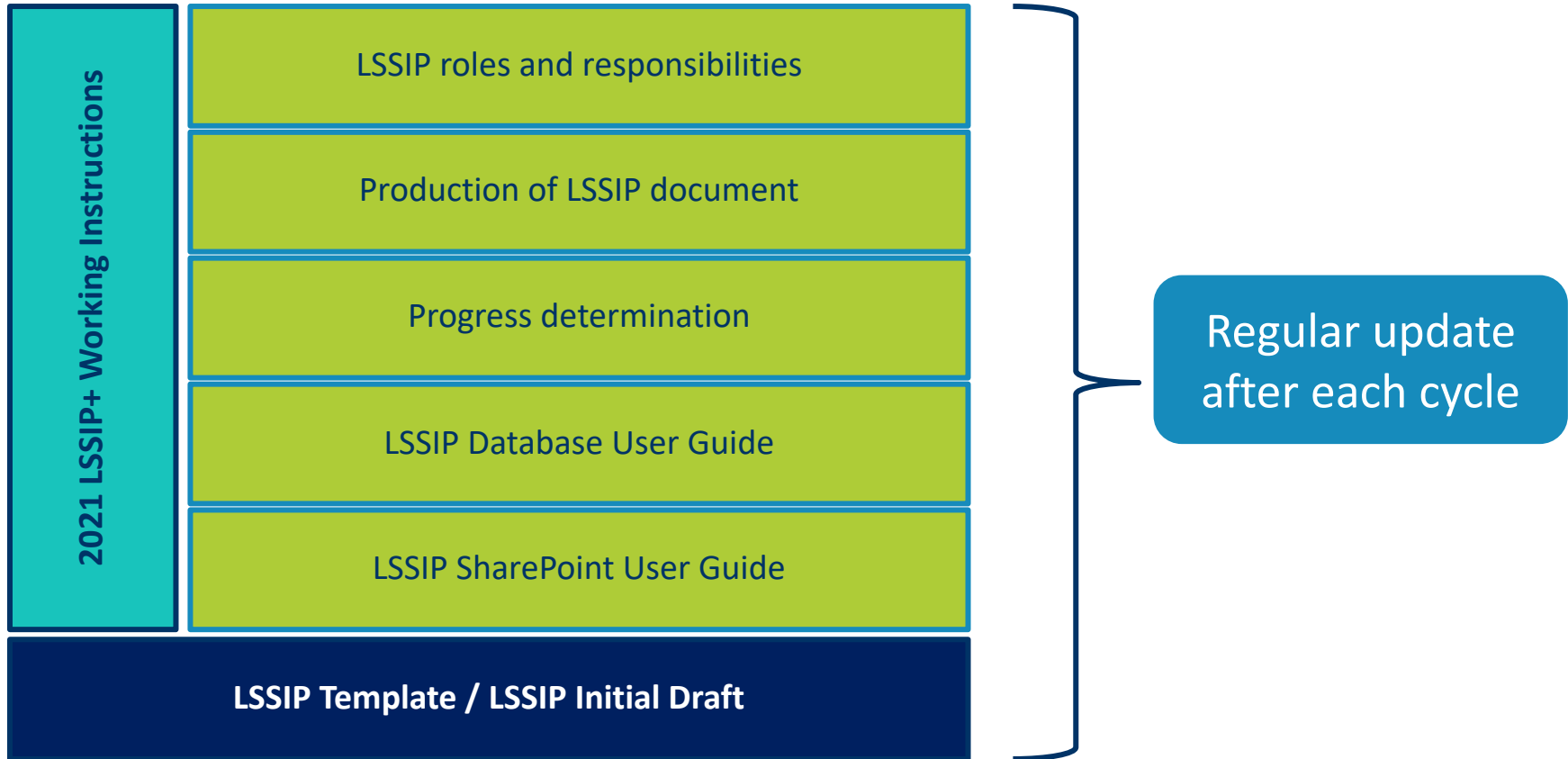
LSSIP Expert Group

Overall Timeline

Annual cycle of MPL3 / LSSIP

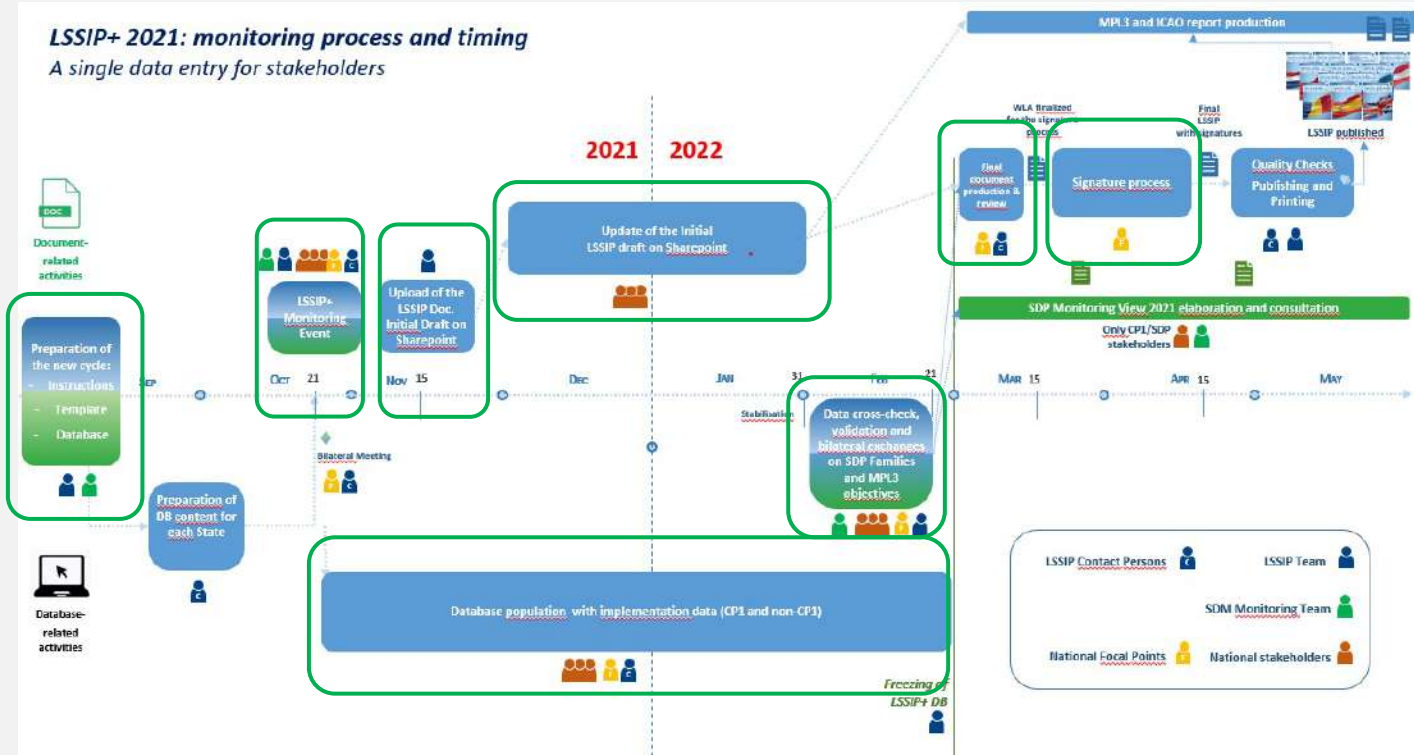


Supporting documents for LSSIP



Focus on the timeline for LSSIP

Detailed timeline for LSSIP + 2021



Focus on the timeline for LSSIP

Roles & Responsibilities



National Focal Point

- Coordinator of national Stakeholders for LSSIP cycle
- Coordinator of data gathering for LSSIP document elaboration process
- Nominated by the State among the staff of the NSA / Regulatory Authority or ANSP



Agency LSSIP Contact Person

- Mediator between EUROCONTROL and the State during LSSIP cycle
- Works in coordination with the National Focal Point or other relevant State Stakeholders
- Provides support, instructions and guidance to the State



SDM Monitoring Team

- Reference team for CP1 related contents and EU States
- Works in collaboration with LSSIP Contact Persons during the LSSIP Cycle
- Provides support, instructions and guidance to the CP1 Stakeholders directly and through the SDM Liaison Officers

LSSIP Expert Group Participants

LSSIP EG is the sounding board for all LSSIP related items.

The Terms of Reference of the Group are published on LSSIP SharePoint






Quiz on this module

When is the LSSIP Database frozen every year?

A In December?

B In January? Or

C In February? 

ATM Implementation Planning, Reporting and Monitoring Process

Tools

1

LSSIP+ Database

2

LSSIP SharePoint

3

European ATM Portal (Working)

4

EUROCONTROL Website

LSSIP+ Database Personalised Landing Page



LSSIP+ Homepage | YEAR 2021 | Impl. Objectives | Projects | Surveillance | SESAR Solutions | DLS /SDP AF6 | Reports | Values List | Changes Logs | Analytics | Administration | Support contact

Country: [Dropdown] | Stakeholder / Organisation: [Text: Choose one or more organisation(s)] | Apply

Welcome to the LSSIP Database

The Database collects LSSIP information about ATM Infrastructure Implementation Progress.

Database Read Only: On Off

Days until DB closes: 126

Highlights for your State

- Objectives not stabilised: 0
- SDP Families not stabilised: 0
- Open Warnings: 0 (New: 0)
- Open Change Requests: 0 (New: 2)
- New Objectives not allocated: 0
- SDP Families not allocated: 0

Useful links

- LSSIP Share Point (= Engineering Views of the Objectives)
- European ATM Portal
- LSSIP Map Tool
- EUROCONTROL
- SESAR Deployment Programme
- Commission Implementing Regulation (EU) 2021/1116

Latest news

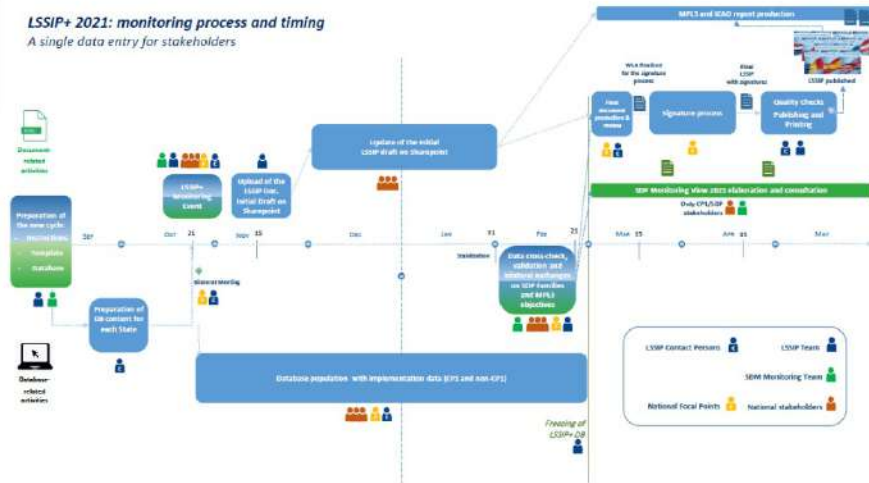
27/06/2021 - Any problem with the database? Any suggestion to improve its performance? Any comment? Don't hesitate to contact us using the lssip.support@eurocontrol.int address mail

27/06/2021 - Next cycle to open on 27/10/2021

Disclaimer

The DB runs correctly on Firefox web browser. Should you encounter any issues, please let us know - lssip.support@eurocontrol.int

LSSIP+ 2021: monitoring process and timing A single data entry for stakeholders



- Download the DB Quick Guide
- Download the LSSIP Privacy Notice

LSSIP - Homepage

YEAR 2021

Impl Objectives Projects Surveillance SESAR Solutions DLS/SDP AFE Reports Values List Changes Logs Analytics Administration Support contact

Country: IT - Italy Applicability: All Objectives Objective Types: All Types State/Airport Related: All Objectives Apply

Stakeholder / Organisation: Choose one or more organisation(s)

By selecting the CP1/SDP button, the Stakeholder can access the CP1 / SDP monitoring items under the frame of the SDM.

CP1/SDP

Select a View Active Objectives Additional ICAO Objectives Local Objectives Warnings Change Requests (0/0)

BlueMed

AL CY GR MT

Click to include additional data

Data is shared with FAB

Export CSV

SDP Family	SDP Family Title	Implementation Objective Code	Implementation Objective Title	Type	Scope	Impl. Date	Progress	%	Stable	FAB Coord.
1.1.1	Arrival Management extended to en-route airspace	ATC15.2 (LIMC)	Arrival Management Extended to En-route Airspace	CP1	APT	-	-	0%	<input type="checkbox"/>	AL,CY,GR,IT,MT
1.1.1	Arrival Management extended to en-route airspace	ATC15.2 (LIRF)	Arrival Management Extended to En-route Airspace	CP1	APT	-	-	0%	<input type="checkbox"/>	AL,CY,GR,IT,MT
1.2.1	AMAN/DMAN Integration	ATC19 (LIMC)	AMAN/DMAN Integration	CP1	APT	-	-	0%	<input type="checkbox"/>	-
2.1.1	Departure Management Synchronised with Pre-departure sequencing	AOP19 (LIMC)	Departure Management Synchronised with Pre-departure sequencing	CP1	APT	-	-	0%	<input type="checkbox"/>	-
2.1.1	Departure Management Synchronised with Pre-departure sequencing	AOP19 (LIRF)	Departure Management Synchronised with Pre-departure sequencing	CP1	APT	-	-	0%	<input type="checkbox"/>	-
2.2.1	Initial AOP	AOP11.1 (LIMC)	Initial Airport Operations Plan	CP1	APT	-	-	0%	<input type="checkbox"/>	-
2.2.1	Initial AOP	AOP11.1 (LIML)	Initial Airport Operations Plan	CP1	APT	-	-	0%	<input type="checkbox"/>	-
2.2.1	Initial AOP	AOP11.1 (LIPZ)	Initial Airport Operations Plan	CP1	APT	-	-	0%	<input type="checkbox"/>	-

LSSIP+ Database

View at Deployment Milestone Level



The Family view on the Deployment Milestones

YEAR 2021

Impl. Objectives

Projects

Surveillance

SESAR Solutions

DLS /SDP AF6

Reports

Values List

Changes Logs

Analytics

Administration

ASP

Discard

Save

IT - Italy

SDP 2.2.1 / AOP11.1 (LIRF)

Implementation objective

State / Airport level

Stakeholders / Organisations

ASP

ENAV

APO

Deployment Milestone/ Stakeholder Lines of Action

ASP

SDP 2.2.1 / AOP11.1-ASP01

SDP 2.2.1 / AOP11.1-ASP02

SDP 2.2.1 / AOP11.1-ASP03

SDP 2.2.1 / AOP11.1-ASP04

SDP 2.2.1 / AOP11.1-ASP05

APO

SDP 2.2.1 / AOP11.1-AP001

SDP 2.2.1 / AOP11.1-AP002

SDP 2.2.1 / AOP11.1-AP003

SDP 2.2.1 / AOP11.1-AP004

SDP 2.2.1 / AOP11.1-AP005

AOP11.1-ASP01

SDP 2.2.1 ASP DM1

AOP Data/Operational elements implementation

31/12/2023

Add

Organisations: ENAV

Local Scopes:

NOT STABLE

CEF Funding

CEF Projects: 2017_117_AF2

Progress

Computed Percentage

Overwritten Percentage

0 %

%

Comment

Checkpoints

CRs (0/0)

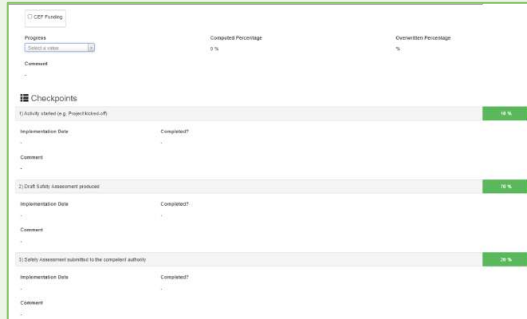
AOP11.1-ASP02

Data quality service

31/12/2023

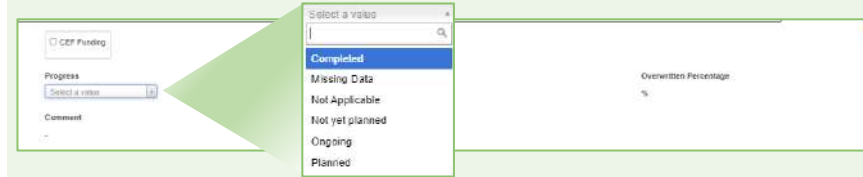
Add

Step 1: Checkpoints

1. Select the Objective
2. Select the relevant Stakeholder
3. Select the SLoA / DM
4. Fill-in the checkpoints (Y/N answer)

Step 2: Status for SLoA / DM

1. Select a status for each SLoA (Completed, Ongoing, Planned, Not yet planned, Not applicable)

Step 3: Consolidated progress per Stakeholder



1. The progress of each Stakeholder is calculated based on weights assigned to each SLoA / DM level

Step 4: Consolidated progress per Objective



1. The progress of each Objective is calculated by applying a weight on each Stakeholder contributing to the implementation of the relevant CP1 Objective

This methodology applies to **CP1 Objectives** regardless the CP1 Applicability Area. For all other Objectives, the **simple average** applies.

LSSIP+ Database Implementation Projects

LSSIP - Homepage | YEAR 2021 | Impl Objectives | **Projects** | Surveillance | SESAR Solutions | DLS/SDP/AFB | Reports | Values List | Changes Logs | Analytics | Administration

Project Form

Get Project List

The user can create a new Project by selecting the following tab: Create a new project Report -

General Information

Name: New Project

Code: <Project Code, where applicable>

Organisations: Choose one or more organisation(s)

External Organisations: Choose external organisation(s) Add

Type of Project: National FAB Multinational

Status: Select a value

Description/Scope/Objective

Scope: <Short description / scope / objectives of the project>

Planning and implementation progress

Schedule/Planning: <Initiation / Implementation dates>

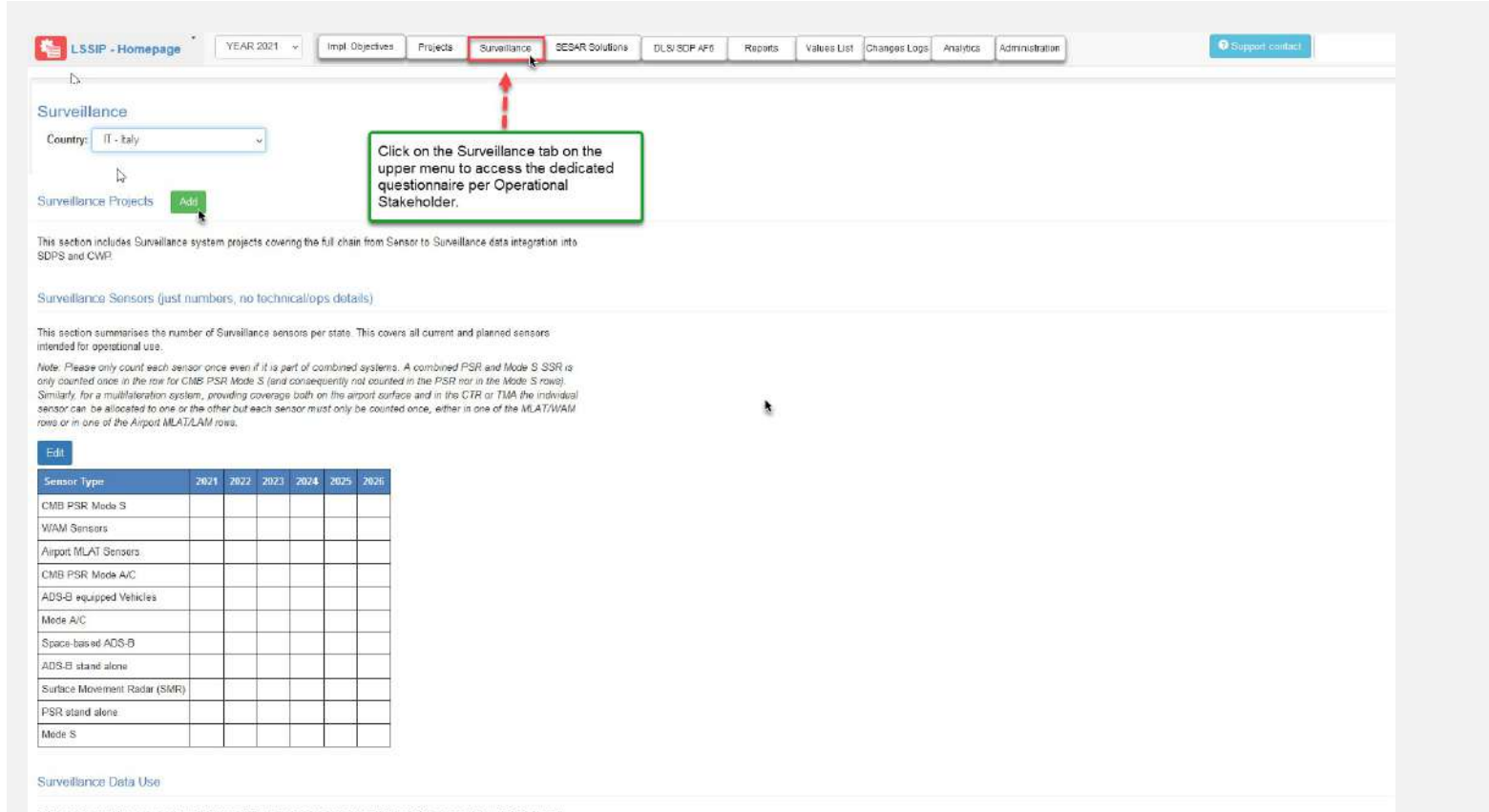
Progress Description: <Explain briefly the progress made so far>

Link and references

Link to Master Plan Level 3: <Implementation Objectives linked to the project>

Link to Ol Steps (Master Plan Level 2): <Ol Steps linked to the project, only if no Implementation Objectives exist>

LSSIP+ Database Surveillance Questionnaire



Surveillance

Country: IT - Italy

Surveillance Projects [Add](#)

This section includes Surveillance system projects covering the full chain from Sensor to Surveillance data integration into SDPS and CWI.

Surveillance Sensors (just numbers, no technical/ops details)

This section summarises the number of Surveillance sensors per state. This covers all current and planned sensors intended for operational use.

Note. Please only count each sensor once even if it is part of combined systems. A combined PSR and Mode S SSR is only counted once in the row for CMB PSR Mode S (and consequently not counted in the PSR nor in the Mode S rows). Similarly, for a multifaceted system, providing coverage both on the airport surface and in the CTR or TMA the individual sensor can be allocated to one or the other but each sensor must only be counted once, either in one of the MLAT/WAM rows or in one of the Airport MLAT/LAM rows.

[Edit](#)

Sensor Type	2021	2022	2023	2024	2025	2026
CMB PSR Mode S						
WAM Sensors						
Airport MLAT Sensors						
CMB PSR Mode A/C						
ADS-B equipped Vehicles						
Mode A/C						
Space-based ADS-B						
ADS-B stand alone						
Surface Movement Radar (SMR)						
PSR stand alone						
Mode S						

Surveillance Data Use

LSSIP - Homepage | YEAR 2021 | Impl. Objectives | Projects | Surveillance | **SESAR Solutions** | DLS/SDP AF6 | Reports | Values List | Changes Logs | Analytics | Administration | Support contact

Country: IT - Italy | Applicability: All Objectives | Objective Types: All Types | State/Airport Related: All Objectives | Apply

Stakeholder / Organisation: Choose one or more organisation(s)

The SESAR Solutions questionnaire can be accessed in the tab above, which can be extracted in a RTF or XLS format.

CP1/SDP | Select a View | Active Objectives | Additional ICAO Objectives | Local Objectives | Warnings | Change Requests (0/0)

Italy (IT)

Data is shared with FAB

BlueMed | AL | CY | GR | MT | Click to include additional data

Export CSV

Code	Title	Type	Scope	ICAO	NETSYS	Project	Impl. Date	Progress	%	Stable	FAB Coord.
AQM19.5	ASM and A-FUA	CP1	EU		✓		-	-	0%	<input type="checkbox"/>	-
AQM21.3	Enhanced Free Route Airspace Operations	CP1	EU		✓		-	-	0%	<input type="checkbox"/>	-
ATC12.1	Automated Support for Conflict Detection, Resolution Support Information and Conformance Monitoring	SESAR	ECAC+		✓	✓	2024/12/31	Ongoing	67%	<input type="checkbox"/>	AL,CY,GR,IT,MT
COM12	New Pan-European Network Service (NewPENS)	SESAR	ECAC+		✓		2024/12/31	Ongoing	43%	<input type="checkbox"/>	AL,CY,GR,IT,MT
FCM03	Collaborative Flight Planning	SESAR	ECAC+		✓		2014/12/31	Completed	100%	<input checked="" type="checkbox"/>	AL,CY,GR,IT,MT
FCM06.1	Automated Support for Traffic Complexity Assessment and Flight Planning interfaces	CP1	ECAC+		✓		-	-	0%	<input type="checkbox"/>	-
INF10.13	Cooperative Network Information Exchange - ATFCM Tactical Updates Service (Airport Capacity and Enroute)	CP1	EU		✓		-	-	0%	<input type="checkbox"/>	-
INF10.14	Cooperative Network Information Exchange - Flight Management Service (Slots and NOP/AOP integration)	CP1	EU		✓		-	-	0%	<input type="checkbox"/>	-
INF10.15	Cooperative Network Information Exchange - Measures Service (Traffic Regulation)	CP1	EU		✓		-	-	0%	<input type="checkbox"/>	-
INF10.16	Cooperative Network Information Exchange - Short Term ATFCM Measures services (MCDM, eHelpdesk, STAM measures)	CP1	EU		✓		-	-	0%	<input type="checkbox"/>	-
INF10.17	Cooperative Network Information Exchange - Counts service (ATFCM Congestion Points)	CP1	EU		✓		-	-	0%	<input type="checkbox"/>	-
INF10.21	Flight Information Exchange (Yellow Profile) - Data Publication Service	CP1	EU		✓		-	-	0%	<input type="checkbox"/>	-

LSSIP+ Database

DLS Questionnaire – CP1/SDP Monitoring

LSSIP - Homepage | YEAR 2021 | Impt Objectives | Projects | Surveillance | SESAR Solutions | **DLS/SDP AF6** | Reports | Values List | Changes Log | Analytics | Administration | [Support contact](#)

Country: [NL - Netherlands] | Applicability: | Objective Types: | [Discard](#) | [Save](#) | [Report](#)

DLS/SDP AF6

Section 1 – DLS in Operation

1.0 Are you providing ATN B1 services (DLIC, ACM, ACL, AMC) in ALL ACCs under your responsibility reaching all aircraft using Collins and SITA customers?

Choose...

1.1 If you answered Partially in 1.0 (e.g. DLS is in operation only in some ACCs or you provide only some of the ATN B1 services), please list each ACC and which DLS service is currently in operation or not. If not, indicate the foreseen date

ACC	ATN B1 service in operation	DLS ATN B1 in operation (Foreseen date)	Additional comment to 1.1
Add			

1.2 Are you providing Data Link Service to:

- Collins and SITA network users
- Only Collins network users
- Only SITA network users
- Uncontacted aircraft (non-AOC network users)
- None of them

1.3 Are you excluding some aircraft from DLS provision?

Choose...

If Yes, please specify the reason(s) (e.g. applying the DPMG logon list)

Once an answer is provided, the user shall save the information.

LSSIP - Homepage YEAR 2021 Impl. Objectives Projects Surveillance SESAR Solutions DLS /SDPAF6 **Reports** Values List Changes Logs Analytics Administration

- High Level Report
- Detailed Report
- Activities Report

High Level Report Parameters

Edition: YEAR 2021

Countries: Select a value
Select Country Groups Select ALL Deselect ALL

Objectives: Select a value
Select Objective Groups Select ALL Deselect ALL

Stakeholder: Select a value
Select ALL Deselect ALL

Objective Status: Select ALL Deselect ALL

SLOA Status: Select ALL Deselect ALL

Applicability: All States/Airports

Format: RTF

Links:
 SESAR Key Features
 SESAR 1 Solution

The user can extract several Reports with tailored parameters:
Objectives - Stakeholders - Obj. Status - SLOAs Status - Applicability Area in a RTF and/ or XLS format.

LSSIP - Homepage | YEAR 2021 | Impl. Objectives | Projects | Surveillance | DLS/SOP AFG | Reports | Values List | Changes Logs | **Analytics** | Administration | Support contact

Analytics

Implementation per Year
National/Stakeholder Progress
Activities Charts
Impl. Per ICAO BLock
Progress Per Key Features
Progress Per EOC
Implementation Per Group
Overall progress per KF and SESAR Phase
Overall progress per EOC and SESAR Phase
Progress per State
ATM Deployment Outlook
ICAO Progress
High Level Summary Table

Country: DK - Denmark
Year: 2021
Organisation: All
Local Scopes: All
Airport: All
Status: All
 Show FOC (*)

Refresh

Objectives Progress Summary Table for Denmark

Export CSV | Export RTF

Symbol ****: Full Operational Capability (FOC) date
Colour tab: The Planned Implementation Date as reported in the LSSIP DB for each objective

Main Objectives	Topic	Progress at the end of 2021	Status	2021	2022	2023	2024	2025	2026	>2026
AOM13.1	Harmonise Operational Air Traffic (OAT) and General Air Traffic (GAT) Handling	100%	Completed							
AOM19.1	ASM Support Tools to Support Advanced FUA (AFUA)	100%	Completed		*					
AOM19.2	ASM Management of Real-Time Airspace Data	30%	Ongoing		*					
AOM19.3	Full Rolling ASM/ATFCM Process and ASM Information Sharing	25%	Ongoing		*					
AOM19.4	Management of Predefined Airspace Configurations	40%	Ongoing		*					
AOM19.5	ASM and A-FUA	0%	-			*				
AOM21.1	Direct Routing	100%	Completed							
AOM21.2	Initial Free Route Airspace	55%	Ongoing		*					
AOM21.3	Enhanced Free Route Airspace Operations	0%	-						*	
AOP04.1(EDDB)	Advanced Surface Movement Guidance and Control System A-SMGCS Surveillance (former Level 1)	100%	Completed							
AOP04.1(EDDF)	Advanced Surface Movement Guidance and Control System A-SMGCS Surveillance (former Level 1)	100%	Completed							
AOP04.1(EDDL)	Advanced Surface Movement Guidance and Control System A-SMGCS Surveillance (former Level 1)	100%	Completed							
AOP04.1(EDDM)	Advanced Surface Movement Guidance and Control System A-SMGCS Surveillance (former Level 1)	100%	Completed							

LSSIP+ Database

Mapping MPL3 Objectives – NETSYS ATM System Functionalities

LSSIP - Homepage | YEAR 2021 | Impl Objectives | Projects | Surveillance | SESAR Solutions | DLS /SDP AF8 | Reports | Values List | Changes Logs | Analytics | Administration

Country: IT - Italy | Applicability: All Objectives | Objective Types: All Types | State/Airport Related: All Objectives | Apply

Stakeholder / Organisation: Choose one or more organisation(s)

CP1/SDP | Select a View | Active Objectives | Additional ICAO Objectives | Local Objectives | Warnings | Change Requests (0/0)

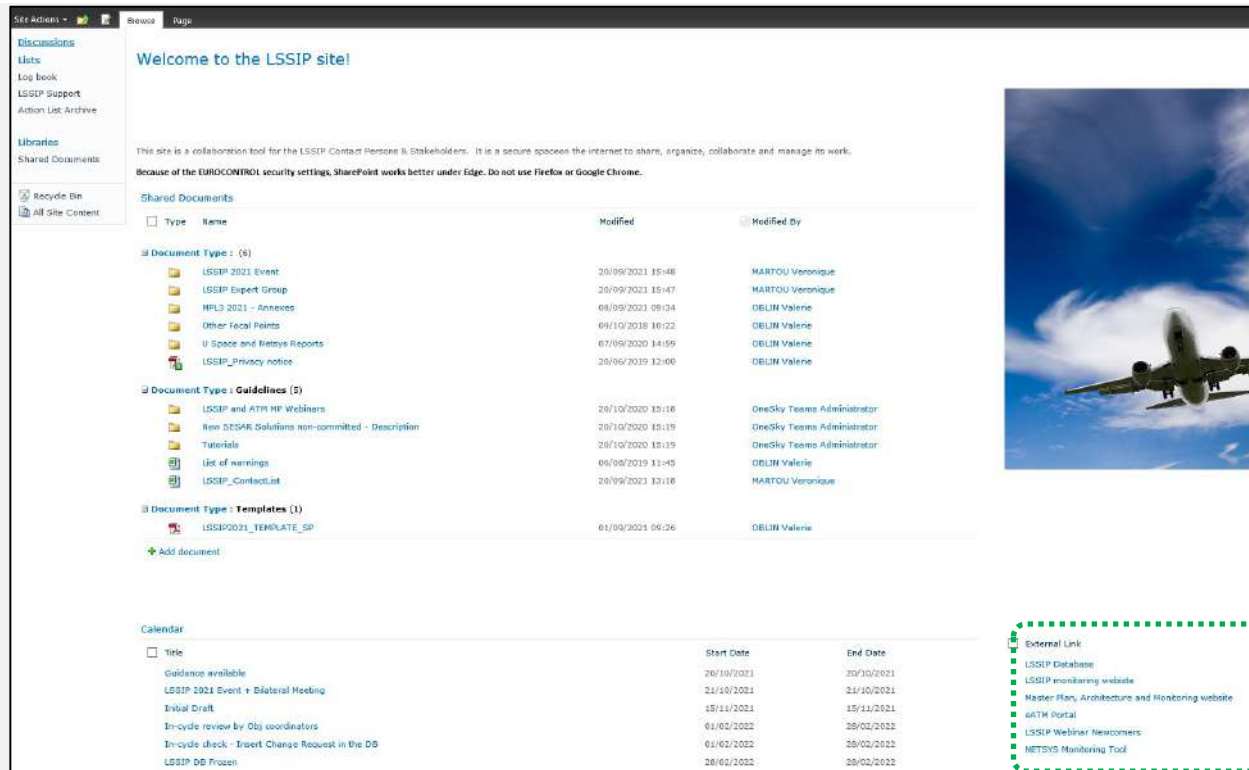
Italy (IT) | Data is shared with FAB

Export CSV

A subset of 15 Implementation MPL3 Objectives' SLoAs provide information at a level of FULL granularity, satisfactory for monitor purposes.

BlueMod | AL | CY | GR | MT | Click to include additional data.

Code	Title	Type	Scope	ICAO	NETSYS	Project	Impl. Date	Progress	%	Stable	FAB Coord.
AOM19.5	ASM and A-FUA	CP1	EU		✓	-	-	-	0%	<input type="checkbox"/>	-
AOM21.3	Enhanced Free Route Airspace Operations	CP1	EU		✓	-	-	-	0%	<input type="checkbox"/>	-
ATC12.1	Automated Support for Conflict Detection, Resolution Support Information and Conformance Monitoring	SESAR	EGAC+		✓	✓	2024/12/31	Ongoing	67%	<input type="checkbox"/>	AL,CY,GR,IT,MT
COM12	New Pan-European Network Service (NewPENS)	SESAR	EGAC+		✓		2024/12/31	Ongoing	43%	<input type="checkbox"/>	AL,CY,GR,IT,MT
FCM03	Collaborative Flight Planning	SESAR	EGAC+		✓		2014/12/31	Completed	100%	<input checked="" type="checkbox"/>	AL,CY,GR,IT,MT
FCM06.1	Automated Support for Traffic Complexity Assessment and Flight Planning interfaces	CP1	EGAC+		✓	-	-	-	0%	<input type="checkbox"/>	-
INF10.13	Cooperative Network Information Exchange - ATFCM Tactical Updates Service (Airport Capacity and Enroute)	CP1	EU		✓	-	-	-	0%	<input type="checkbox"/>	-
INF10.14	Cooperative Network Information Exchange - Flight Management Service (Slots and NOP/AOP integration)	CP1	EU		✓	-	-	-	0%	<input type="checkbox"/>	-
INF10.15	Cooperative Network Information Exchange - Measures Service (Traffic Regulation)	CP1	EU		✓	-	-	-	0%	<input type="checkbox"/>	-
INF10.16	Cooperative Network Information Exchange - Short Term ATFCM Measures services (MCDM, eHelpdesk, STAM measures)	CP1	EU		✓	-	-	-	0%	<input type="checkbox"/>	-
INF10.17	Cooperative Network Information Exchange - Counts service (ATFCM Congestion Points)	CP1	EU		✓	-	-	-	0%	<input type="checkbox"/>	-
INF10.21	Flight Information Exchange (Yellow Profile) - Data Publication Service	CP1	EU		✓	-	-	-	0%	<input type="checkbox"/>	-
ITY-ACID	Aircraft Identification	SES	EU+		✓	✓	2025/01/02	Ongoing	77%	<input type="checkbox"/>	AL,CY,GR,IT
ITY-AGDL	Initial ATC Air-Ground Data Link Services	SES	EGAC+		✓	✓	2018/04/30	Completed	100%	<input checked="" type="checkbox"/>	AL,CY,GR,IT,MT



Welcome to the LSSIP site!

This site is a collaboration tool for the LSSIP Contact Persons & Stakeholders. It is a secure space on the internet to share, organize, collaborate and manage its work.
Because of the EUROCONTROL security settings, SharePoint works better under Edge. Do not use Firefox or Google Chrome.

Shared Documents

<input type="checkbox"/>	Type	Name	Modified	Modified By
Document Type : (6)				
		LSSIP 2021 Event	28/09/2021 15:48	HARTOU Veronique
		LSSIP Expert Group	28/09/2021 15:47	HARTOU Veronique
		WPL3 2021 - Annexes	08/09/2021 09:24	OBLIM Valerie
		Other focal points	06/10/2018 16:22	OBLIM Valerie
		U Space and NetSys Reports	07/09/2020 14:59	OBLIM Valerie
		LSSIP_Privacy notice	28/06/2019 12:00	OBLIM Valerie
Document Type : Guidelines (5)				
		LSSIP and ATM HF Webinars	28/10/2020 15:16	OneSky Teams Administrator
		New SESAR Solutions non-committed - Description	28/10/2020 15:19	OneSky Teams Administrator
		Tutorials	28/10/2020 15:19	OneSky Teams Administrator
		List of warnings	08/08/2019 11:45	OBLIM Valerie
		LSSIP_ContactList	28/09/2021 12:16	HARTOU Veronique
Document Type : Templates (1)				
		LSSIP2021_TEMPLATE_SP	01/09/2021 06:26	OBLIM Valerie
Add document				

Calendar

<input type="checkbox"/>	Title	Start Date	End Date
	Guidance available	28/10/2021	29/10/2021
	LSSIP 2021 Event + Bilateral Meeting	21/10/2021	21/10/2021
	Initial Draft	15/11/2021	15/11/2021
	In-cycle review by Ols coordinators	01/02/2022	28/02/2022
	In-cycle check - Insert Change Request in the DB	01/02/2022	28/02/2022
	LSSIP DB Frozen	28/02/2022	28/02/2022

Useful Links

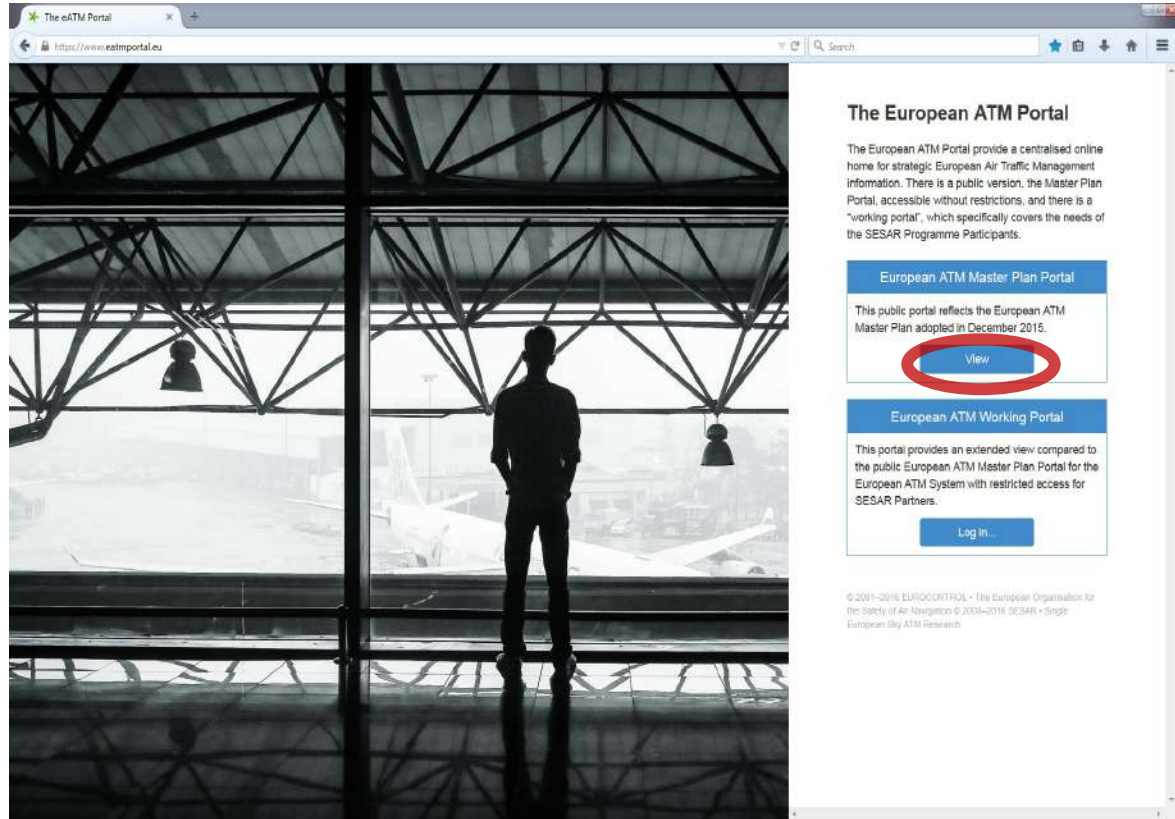
- External Link
- LSSIP Database
- LSSIP monitoring website
- Master Plan, Architecture and Monitoring website
- G4M Portal
- LSSIP Webinar Newsletters
- NETSYS Monitoring Tool



Link: <https://ost.eurocontrol.int/sites/lssip/SitePages/Home.aspx>

Access the Master Plan via the ATM Portal

<https://www.eatmportal.eu>



The screenshot shows a web browser window with the URL <https://www.eatmportal.eu>. The page features a large background image of a person silhouetted against a large window overlooking an airport tarmac. On the right side of the page, there is a section titled "The European ATM Portal" with a brief description. Below this, there are two main sections:

- European ATM Master Plan Portal**: This section includes the text "This public portal reflects the European ATM Master Plan adopted in December 2015." and a blue button labeled "View", which is circled in red.
- European ATM Working Portal**: This section includes the text "This portal provides an extended view compared to the public European ATM Master Plan Portal for the European ATM System with restricted access for SESAR Partners." and a blue button labeled "Log in..."

At the bottom of the page, there is a copyright notice: "© 2011–2016 EIROCONTROL • The European Organisation for the Safety of Air Navigation © 2006–2016 SESAR • Single European Sky ATM Research".

European ATM Portal

Deployment View

eATM Portal - Working

EUROPEAN ATM MASTER PLAN

SESAR

Executive Overview | Research & Development View | **Deployment View**

Welcome to the eATM Portal - Working

The eATM Portal provides an integrated view of the European ATM System.

It is the home of the European ATM Master Plan (the Master Plan) outlining the essential operational and technological changes integrated with the European ATM Architecture. These changes are foreseen to provide the SESAR contributions to the Single European Sky performance objectives.

On this portal the three levels of the Master Plan are shown in a connected way.

Search the eATM Portal

Search the portal...

Browse the eATM Portal

Level 1
Executive view

Level 2
Planning and Architecture view

Level 3
Implementation view

By Stakeholder

REG	ANSP
MIL	AO
AU	NM

By Operating Environment

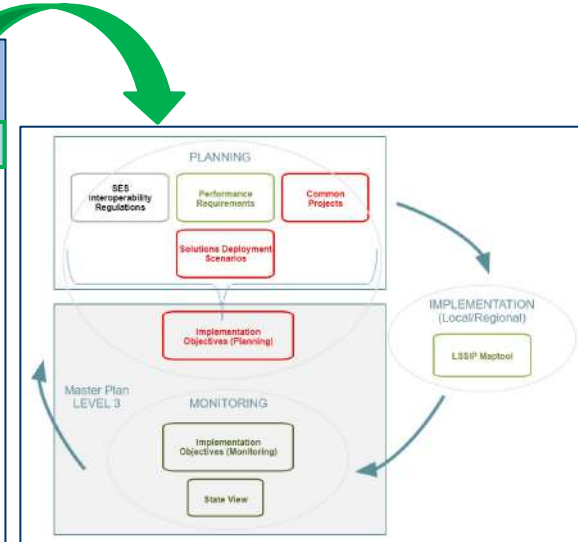
APT	TMA
ER	NW

Latest news

September 2021

A new version of the eATM Portal - v3.120a (Working) has been published. The Release Note can be found here. Please note that the regular weekly updates of the latest Dataset 22 Draft/EATMA v15.0/IMP Level 3 2020 content has resumed following the summer break.

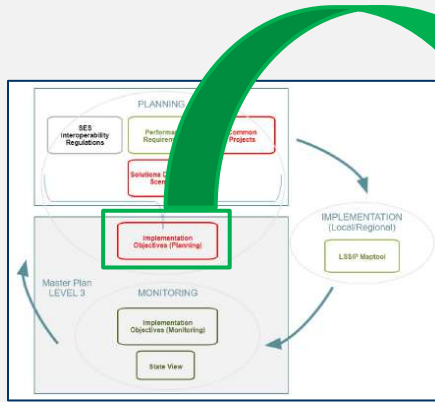
eATM Portal Community



Link: <https://www.eatmportal.eu/working/>

European ATM Portal

Implementation Objectives Planning site



* Code	Title	Start Date	Finish Date	Status	Related Elements
AOM13.1	Harmonise Operational Air Traffic (OAT) and General Air Traffic (GAT) Handling	01-01-2012	31-12-2018	Active	EN EN SOL OI

OBJ AOM13.1 — Harmonise Operational Air Traffic (OAT) and General Air Traffic (GAT) Handling

NOTE FOR MILITARY AUTHORITIES: It is the responsibility of each military authority to review this Objective (VTS OBJECT) and address each of the SOLs that the military authority considers RELEVANT for itself. This has to be done on top and above the review of the SOLs which identify actions EXCLUSIVE to military authorities.

Edition: 0030
Stakeholders: Regulator / Air Navigation Service Provider / Military
Type: SESAR
Scope: ECAC+
Status: Active

Context:

Related Elements:

```

graph TD
    OBJ[OBJ] --- SOL[SOL]
    OBJ --- OI1[OI]
    OBJ --- OI2[OI]
    OBJ --- EN1[EN]
    OBJ --- EN2[EN]
    
```

Applicability Areas and Timelines:

Applicability Area	From	By	Applicable to
All ECAC States except Atlanta, Liria, Larnaca, Malta, Monaco, Plus, Sofia	01-01-2012	—	Applicability Area
Full operational capability	—	31-12-2018	Applicability Area

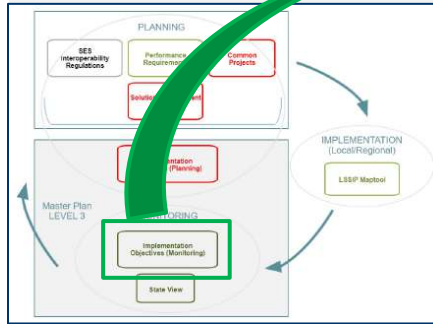
Links to ATM Master Plan Level 2

* Code	Title	IOC	POC	Related Elements
AOM009	Harmonised EUROCONTROL ECAC Area Rules for OAT-PR and GAT Handling	—	—	EN EN EN EN
AOM006	Pan-European OAT Transit Service	31-12-2007	31-12-2012	EN EN EN EN EN

Code	Title	From	By	Related Elements
RE001	Review national legislation as required	01-01-2012	31-12-2018	
ADP1	Apply common principles, rules and procedures for OAT handling and OAT/GAT interface	01-01-2012	31-12-2018	EN
ADP2	Train staff as necessary	01-01-2012	31-12-2018	
ML1	Apply common principles, rules and procedures for OAT handling and OAT/GAT interface	01-01-2012	31-12-2018	EN
ML2	Provide feedback on result of conformance audits between national systems to EUROAT	01-01-2011	31-12-2012	DELETED
ML3	Implement a harmonized OAT Flight Plan	01-01-2011	31-12-2012	DELETED
ML4	Migrate military aeronautical information to EAD	01-01-2010	31-12-2015	EN
ML5	Implementing a pan-European OAT-PR Transit Service (OATTS)	DELETED	DELETED	

European ATM Portal

Implementation Objectives Monitoring Site



Deployment View / LSSIP Map Tool / ACM13.1 - Harmonise Operational Air Traffic [X] Select an SLAQ ACM13.1 REG ASP MIL

Map - Monitoring View | Map - Progress View | Chart View | Table View

Geographical Scope: ALL LSSIP (excluding Spain) | Airports | Functional Airspace Block: ALL

Legend:

- Completed: 20 (0)
- Ongoing: 0 (0)
- Planned: 0 (0)
- Late: 15 (0)
- Not yet planned: 3 (0)
- Not Applicable: 6 (6)
- Missing Data: 0 (0)
- Undefined: 0 (0)
- Not in the Applicability Area: 6 (6)

Code	Title
ACM13.1	Harmonise Operational Air Traffic
ACM19.1	ASM Support Tools to Support
ACM19.2	ASM Management of Real-time
ACM19.3	Full Rolling ASMA/ATCM F
ACM19.4	Management of Pre-defined
AOM2.1.1	Direct Routing
AOM2.1.2	Free Route Airspace
AOP0.1	Advanced Surface Movement
AOP0.2	Advanced Surface Movement (RMCA) (former Level 2)
AOP05	Airport Collaborative Decision
AOP10	Time-Based Separation
AOP11	Initial Airport Operations Pro
AOP12	Improve Runway and Airfield Monitoring Alerts for Control
AOP13	Automated Assistance to Control
AOP14	Remote Tower Services
AOP15	Enhanced traffic situation
AOP16	Guidance assistance through
AOP17	Provision/integration of departure planning information to NMCC

Thematic chart showing data distribution across categories: 6 (14%), 15 (34%), 20 (45%), 1 (7%).

Map showing geographical distribution of objectives across Europe, color-coded by status.

Year 2011 | Year 2012 | Year 2013 | Year 2014 | Year 2015 | Year 2016 | Year 2017 | Year 2018 | Year 2019 | Year 2020 | (2021) | (2022) | (2023) | (2024) | (2025)

16/06 (44%)

EUROCONTROL Internet Website

The screenshot displays the EUROCONTROL website's navigation menu and a main content area. The 'WHAT WE DO' menu is open, showing a list of services. A green box highlights the 'WHAT WE DO' menu item, and another green box highlights the 'We contribute' link within the dropdown. A third green box highlights the 'Master plan, architecture and monitoring' link in the 'Forecasting' category. The main content area features a dashboard for 'Europe's current air traffic situation' with the following data:

Total flights	Airborne flights	Landed flights
17,013	2,957	2,402
Planned flights	Delays (minutes)	
11,654	4,975	

Below the dashboard is a 'Highlights' section with a carousel of news items. The 'Master plan, architecture and monitoring' link is highlighted in a green box within the 'Forecasting' category of the 'WHAT WE DO' menu.



Link: <https://www.eurocontrol.int>

Coordinating Deployment Planning and Monitoring in Europe

EUROCONTROL Internet Website

Master Plan Architecture and Monitoring

Germany Local Single Sky Implementation (LSSIP) document – 2020

The Local Single Sky Implementation (LSSIP) documents are the yearly expression of commitment of civil and military national organisations (regulators and national supervisory authorities), service providers and airport operators, towards the implementation of the European ATM Master Plan.

They provide a comprehensive view, for the benefit of the ATM community at large, of how all ECAC States as well as States having a Comprehensive Agreement with EUROCONTROL, and stakeholders concerned are progressing in planning and deploying the mature elements of the European ATM Master Plan.

Contact points

Our contact points for this country are:

- Mr Raff Reiser (DFS)
- Mr Goran Pavlovic (EUROCONTROL)

Use our contact form to reach them

Projects and services

ANFILE
ATM Master Plan maintenance

More info

CI
Content integration, performance management and business case development

More info

LSSIP
Local Single Sky implementation monitoring

More info

[SEE ALL](#)

Our tools

LSSIP COLLABORATION PLATFORM
Local Single Sky implementation monitoring collaboration platform

Log in More info

LSSIP+ DATABASE
Local Single Sky implementation+ monitoring database

Log in More info



Link: <https://www.eurocontrol.int/master-plan-architecture-and-monitoring>

Coordinating Deployment Planning and Monitoring in Europe



Quiz on this module

What are the main 2 Tools to be used for the production of the LSSIP Document?

- A The LSSIP+ Database and the LSSIP SharePoint site?
- B The LSSIP Database and the EUROCONTROL website? Or
- C The LSSIP SharePoint and the EUROCONTROL website?



Summary

Content

1

MPL3 and LSSIP+ in a nutshell

2

Need more info?

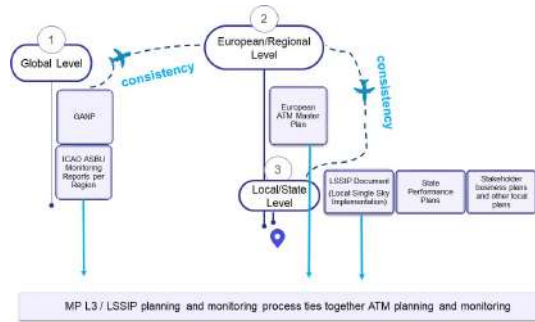
3

Useful Links

In a nutshell

ATM Implementation Planning, Reporting and Monitoring:

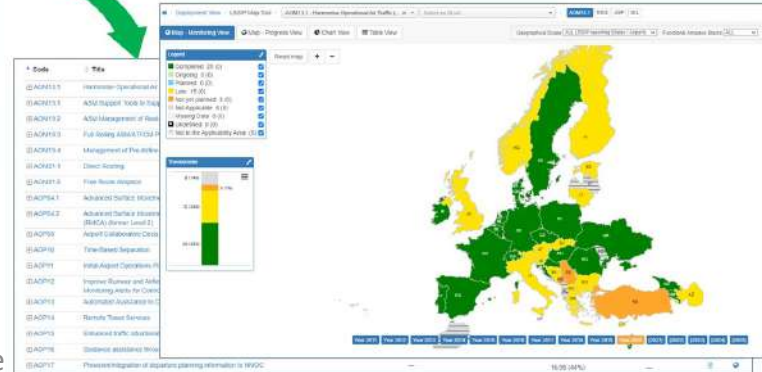
- Requirements
- Deliverables
- Process
- Tools



European ATM Master Plan Level 1 and 2



PRAGMATIC
(NOT PROBLEMATIC)



Coordinating Deployment Planning and Monitoring in Europe

Useful links

Supporting
European
Aviation



European ATM Master Plan

<https://www.eatmportal.eu/working/>

All MP L3

<https://www.eurocontrol.int/master-plan-architecture-and-monitoring>

LSSIP Information

<https://www.eurocontrol.int/service/local-single-sky-implementation-monitoring>

SESAR Deployment Programme

<https://www.sesardeploymentmanager.eu/publications/deployment-programme/>

Contact

lssip.support@eurocontrol.int

Thank you for your attention!



NETWORK
MANAGER



Did you get answer on all of this?:

- Maintaining link to the ICAO GANP (and GASP)
- Regional Air Navigation Plan,
- Local Implementation Planning (LSSIP)
- Regulated Implementation (CPs),
- Monitoring and reporting,
- Interoperability (standards coordination)



Thank you!

Coordinating Deployment Planning and Monitoring in Europe

Workshop on ATM/ANS innovation and master planning - Day 3 - 20 October 2021

Danny DEBALS, EUROCONTROL, Head of Unit Planning and Support , Network Management Directorate

easa.europa.eu/connect



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