

LSSIP 2019 - AZERBAIJAN LOCAL SINGLE SKY IMPLEMENTATION

Level 1 - Implementation Overview



FOREWORD

“We manage a seamless European airspace by linking together the elements of the European air traffic management system. Focusing on performance of the European network, we ensure that flights reach their destination safely, on time, with the least possible impact on environment and in a cost-efficient way”.

With this mission, as Director NM, I must ensure to develop and operate effectively and efficiently the air traffic management network in Europe and beyond, to meet current and future airspace and ground capacity needs, in full partnership with all operational stakeholders.

In particular, one of the NM activities through the Infrastructure Division, is to focus on the planning and monitoring of the European ATM implementation of the SES objectives at the local level according to EU legislation.

For more than 26 years, the Local Single Sky ImPlementation (LSSIP) documents are expressing yearly the commitment of civil and military national organisations (Regulators and National Supervisory Authorities), Air Navigation Service Providers and Airport Operators, towards the implementation of the European ATM Master Plan (Level 3).

These documents provide an extensive and harmonised picture, 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 and the European aviation policies.

The reliability and quality of the data provided by the national stakeholders is of such a high quality that it allowed, for the fifth consecutive year, for the information in the LSSIP documents to constitute the sole source of information for the development of ICAO’s Aviation System Block Upgrades (ASBUs) Implementation Monitoring Report in the ICAO EUR Region. EUROCONTROL undertakes this work, on behalf of ICAO, for all 55 ICAO/EUR States in accordance with the Global Air Navigation Plan (GANP).

In addition, EUROCONTROL is developing efficient practices to avoid unnecessary duplication of reporting. We are cooperating with the SESAR Deployment Manager, the SESAR Joint Undertaking, the European Defence Agency and NATO on optimising the reporting mechanisms for relevant stakeholders by collecting some of the information needed on their behalf through the LSSIP process.

I would like to thank all the stakeholders for their engagement and substantial effort spent in contributing to the production of this LSSIP document. I see this as a proof of commitment to the principles of transparency and partnership, to the benefit of the entire ATM community!

I wish you a good read!



Jacopo PRISSINOTTI

Director NM – Network Manager

EUROCONTROL

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Reference Documents	
LSSIP Documents	https://www.eurocontrol.int/service/local-single-sky-implementation-monitoring
Master Plan Level 3 – Plan Edition 2019	https://www.eurocontrol.int/publication/european-atm-master-plan-implementation-plan-level-3-2019
Master Plan Level 3 – Report Year 2019	https://www.eurocontrol.int/publication/european-atm-master-plan-implementation-report-level-3-2019
European ATM Portal	https://www.atmmasterplan.eu/
STATFOR Forecasts	https://www.eurocontrol.int/statfor
National AIP	Available in AIP Library of European AIS database.

APPROVAL SHEET

The following authorities have approved all parts of the LSSIP Year 2019 document and the signatures confirm the correctness of the reported information and reflect the commitment to implement the actions laid down in the European ATM Master Plan Level 3 (Implementation View) – Edition 2019.

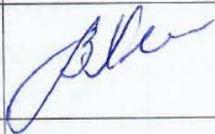
Stakeholder / Organisation	Name	Position	Signature and date
SCAA of Azerbaijan Republic	Arif Mammadov	Director	
AZANS	Farhan Guliyev	Director	
AZANS	Valeriy Khavanov	Deputy Head of ASEC	
Airport and Military is covered by the SCAA signature			

TABLE OF CONTENTS

- Executive Summary 1
- Introduction 6
- 1. National ATM Environment 7
 - 1.1. Geographical Scope 7
 - 1.2. National Stakeholders 11
- 2. Traffic and Capacity 19
 - 2.1. Evolution of traffic in Azerbaijan 19
 - 2.2. BAKU ACC..... 20
- 3. Implementation Projects 23
 - 3.1. National projects 23
 - 3.2. Multinational projects 25
 - 3.3. U-Space demonstration projects..... 26
- 4. Cooperation activities..... 27
 - 4.1. Multinational cooperation initiatives 27
- 5. Implementation Objectives Progress..... 28
 - 5.1. State View: Overall Objective Implementation Progress 28
 - 5.2. Objective Progress per SESAR Key Feature 29
 - 5.3. ICAO ASBU Implementation Progress 33
 - 5.4. Detailed Objectives Implementation progress..... 34
- 6. Annexes..... 57
 - A. Specialists involved in the ATM implementation reporting for Azerbaijan 57
 - B. National stakeholders organisation charts..... 58
 - C. Implementation Objectives’ links with SESAR KF, ASBU blocks and more 60
 - D. Implementation of U-Space Services 65
 - E. SESAR Solutions implemented in a voluntary way 66
 - F. Military Organisations Infrastructure 67
 - G. Glossary of abbreviations 68

Executive Summary

National ATM Context

Member State of:



Azerbaijan is the farthest ECAC Member State to the east of Europe bordering with Kazakhstan, Turkmenistan and Russia to the North and East, Islamic Republic of Iran to the South and Georgia, Armenia and Turkey to the West. Azerbaijan's economy is dynamically evolving and supporting a liberalised political, economic and social system. Oil and gas production, the chemical industry, agriculture and tourism have become the backbone for this swift advance.

All countries bordering Azerbaijan have switched to a reduced minimum of vertical separation (RVSM), which has significantly increased the capacity of the air routes through the region and reduced the risks of errors. The transition has eliminated the need for switching between feet system of separation to metric system and back. The airways over the Azerbaijan allowed significantly reduced the way from Europe to the countries of South – East Asia, as well as from the Middle East to Europe and the USA.

In August 2017, within the State Civil Aviation Administration, was created a State Inspection for the Safety all of the aviation activities in Azerbaijan. The main function of State Safety Inspection is the put into practice of safety oversight.

In January 2018, the State Civil Aviation Administration was transformed into the State Civil Aviation Agency of the Ministry of Transport, Communications and High Technologies of the Republic of Azerbaijan (Decree of the President of the Republic of Azerbaijan No. 1785 dated January 12, 2018).

Azerbaijan is playing a proactive role in the regional and international co-operation in ATM. In addition to ICAO and ECAC membership, Azerbaijan has joined CANSO.

EU, DG MOVE and Azerbaijan on the way to Common Aviation Area Agreement. Signing the agreement will enable to implement number of EC Regulations in terms of flight safety and Air Traffic Management.

Traffic and Capacity

Summer Forecast (May to October inclusive)



The delay in Baku ACC during Summer 2019 remained at 0,0 min/flight.

Number of national projects: 20 (ongoing or planned)

Number of multinational projects: 1

Summary of 2019 developments:

The following legislation documents were updated, developed and implemented by SCAA in 2018 and 2019:

- AAR-ANS-002-Air Traffic Service (ATS)-Ed.3.-Rev.3-17.04.2018
- AAR-ANS-009-Units Of Measurement (UOM)-Ed.1-Rev.1-17.04.2018
- AAR-ANS-003-Aeronautical Charts-Ed.1-Rev.2-06.07.2018
- AAR-ANS-008-Meteorological service for aviation -Ed.4-09.08.2019
- AAR-ANS-005-Aeronautical Information Services (AIS)-Ed.2-dd.01.10.2019
- AAR-ANS-007-RPT ATSEP-ru-Ed.2-dd.01.11.2019
- M-ANS-003-Radiotelephony manual-Ed.2-dd.01.11.2019
- M-ANS-001-AIM Manual-(ENG)-Ed.1-dd.02.12.2019

AZANS-DGMI project / New airway N374 Nakhchivan-Igdir in low airspace was put into operation on 19.11.2019
New ILS-420/DME and new Meteorological Radar are installed in Nakhchivan(UBBN) int. airport in 2019

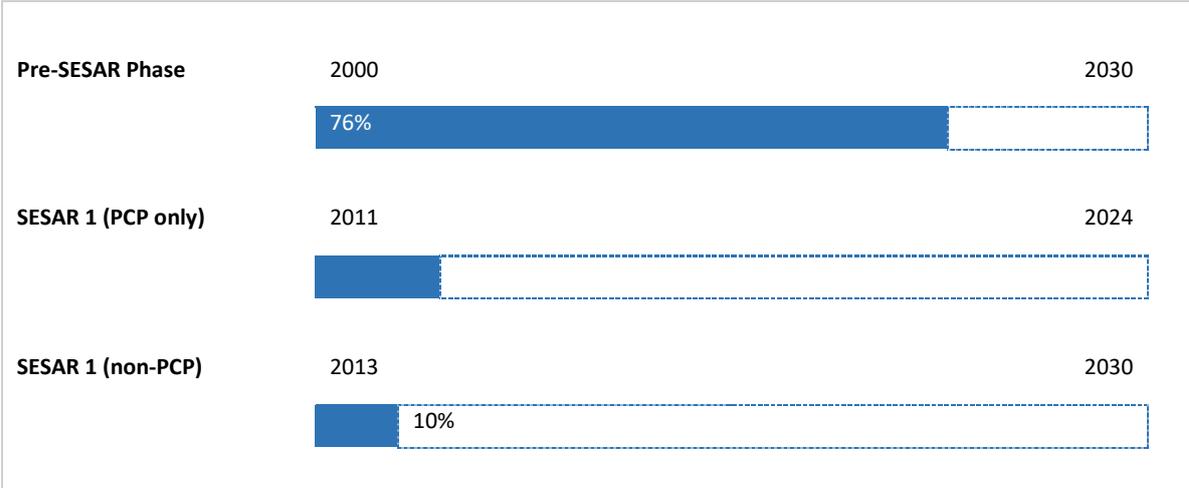
Progress per SESAR Phase

The figure below shows the progress made so far in the implementation of the SESAR baseline (Pre-SESAR and SESAR1 non-PCP) and the PCP elements. The percentage is calculated as an average of the relevant objectives as shown in Chapter 5.2 (PCP objectives are marked as such, the rest are considered SESAR baseline); note that two objectives – AOM19.1 and FCM05 – are considered as both part of the SESAR baseline and PCP so their progress contributes to the percentage of both phases.

The objectives declared as ‘Achieved’ in previous editions (up to, and including, ATM MP L3 Edition 2011-2018) are also taken into account for as long as they were linked to the Level 2 of the ATM Master Plan and implemented by the State.

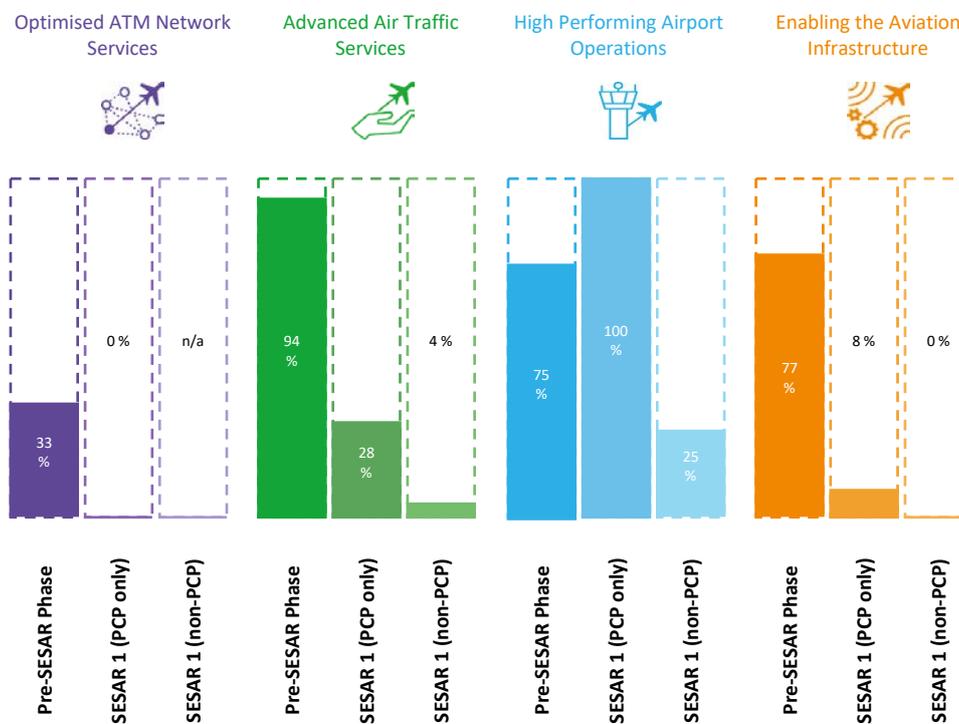
The SESAR 1 (non-PCP) progress in the graphics below for this State is based on the following objectives:

AOP14; AOP15; ATC02.9; ATC18; NAV12; COM11.2.



Progress per SESAR Key Feature and Phase

The figure below shows the progress made so far, per SESAR Key Feature, in the implementation of the SESAR baseline and the PCP elements. The percentages are calculated as an average, per Key Feature, of the same objectives as in the previous paragraph.



ICAO ASBUs Progress Implementation

The figure below shows the progress made so far in the implementation of the ICAO ASBUs Block 0. The overall percentage is calculated as an average of the relevant Objectives contributing to each of the relevant ASBUs; this is a summary of the table explained in Chapter 5.3 – ICAO ASBU Implementation Progress.



ATM Deployment Outlook

State Objectives

✓ Deployed in 2018 - 2019

- Implementation of ground-ground automated co-ordination processes

ITY-COTR - 100 % progress

- RNAV 1 in TMA Operations

NAV03.1 - 100 % progress

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

ATC17 - 100 % progress

By 2020	By 2021	By 2022	By 2023+
<ul style="list-style-type: none"> - Ground-Based Safety Nets ATC02.8 - 67 % progress - Voice over Internet Protocol (VoIP) in En-Route COM11.1 - 25 % progress - Electronic Terrain and Obstacle Data (eTOD) INF07 - 48 % progress - Direct Routing AOM21.1 - 10 % progress - Ensure Quality of Aeronautical Data and Aeronautical Information ITY-ADQ - 92 % progress - ASM Support Tools to Support Advanced FUA (AFUA) AOM19.1 - 00 % progress - Harmonise Operational Air Traffic (OAT) and General Air Traffic (GAT) Handling AOM13.1 - 00 % progress - Initial ATC Air-Ground Data Link Services ITY-AGDL - 13 % progress 			<ul style="list-style-type: none"> - New Pan-European Network Service (NewPENS) COM12 - 43 % progress - RNP Approach Procedures to instrument RWY NAV10 - 81 % progress - ATS IFR Routes for Rotorcraft Operations NAV12 - 12 % progress

Introduction

The Local Single Sky Implementation (LSSIP) documents, as an integral part of the Master Plan (MP) Level 3 (L3)/LSSIP mechanism, constitute a short/medium term implementation plan containing ECAC States' actions to achieve the Implementation Objectives as set out by the MP Level 3 and to improve the performance of their national ATM System. This LSSIP document describes the situation in the State at the end of December 2019, together with plans for the next years.

Chapter 1 provides an overview of the ATM institutional arrangements within the State, the membership of the State in various international organisations, the organisational structure of the main ATM players - civil and military - and their responsibilities under the national legislation. In addition, it gives an overview of the Airspace Organisation and Classification, the ATC Units, and the ATM systems operated by the main ANSP;

Chapter 2 provides a comprehensive picture of the situation of Air Traffic, Capacity and ATFM Delay per each ACC in the State. It shows the evolution of Air Traffic and Delay in the last five years and the forecast for the next five years. It also presents the achieved performance in terms of delay during the summer season period and the planned projects assumed to offer the required capacity which will match the foreseen traffic increase and keep the delay at the agreed performance level;

Chapter 3 provides the main Implementation Projects (at national, FAB and multinational level) which contribute directly to the implementation of the MP Operational Improvements and/or Enablers and Implementation Objectives. The Level 1 document covers a high-level list of the projects showing the applicable links. All other details like description, timescale, progress made and expected contribution to the ATM Key Performance Areas provided by the State per each project are available in the Level 2 document;

Chapter 4 deals with other cooperation activities beyond Implementation Projects. It provides an overview of the FAB cooperation, as well as all other multinational initiatives, which are out of the FAB scope. The content of this chapter generally is developed and agreed in close cooperation between the States concerned;

Chapter 5 contains aggregated information at State level covering the overall level of implementation, implementation per SESAR Key Feature and implementation of ICAO ASBUs. In addition, it provides the high-level information on progress and plans of each Implementation Objective. The information for each Implementation Objective is presented in boxes giving a summary of the progress and plans of implementation for each Stakeholder. The conventions used are presented at the beginning of the section.

The Level 1 document is completed with a separate document called LSSIP Level 2. This document consists of a set of tables organised in line with the list of Implementation Objectives. Each table contains all the actions planned by the four national stakeholders (REG, ASP, MIL and APO) to achieve their respective Stakeholder Lines of Action (SLoAs) as established in the European ATM Master Plan L3 Implementation Plan Edition 2019. In addition, it covers a detailed description of the Implementation Projects for the State as extracted from the LSSIP Data Base.

The information contained in Chapter 5 – Implementation Objectives Progress is deemed sufficient to satisfy State reporting requirements towards ICAO in relation to ASBU (Aviation System Block Upgrades) monitoring.



1. National ATM Environment

1.1. Geographical Scope

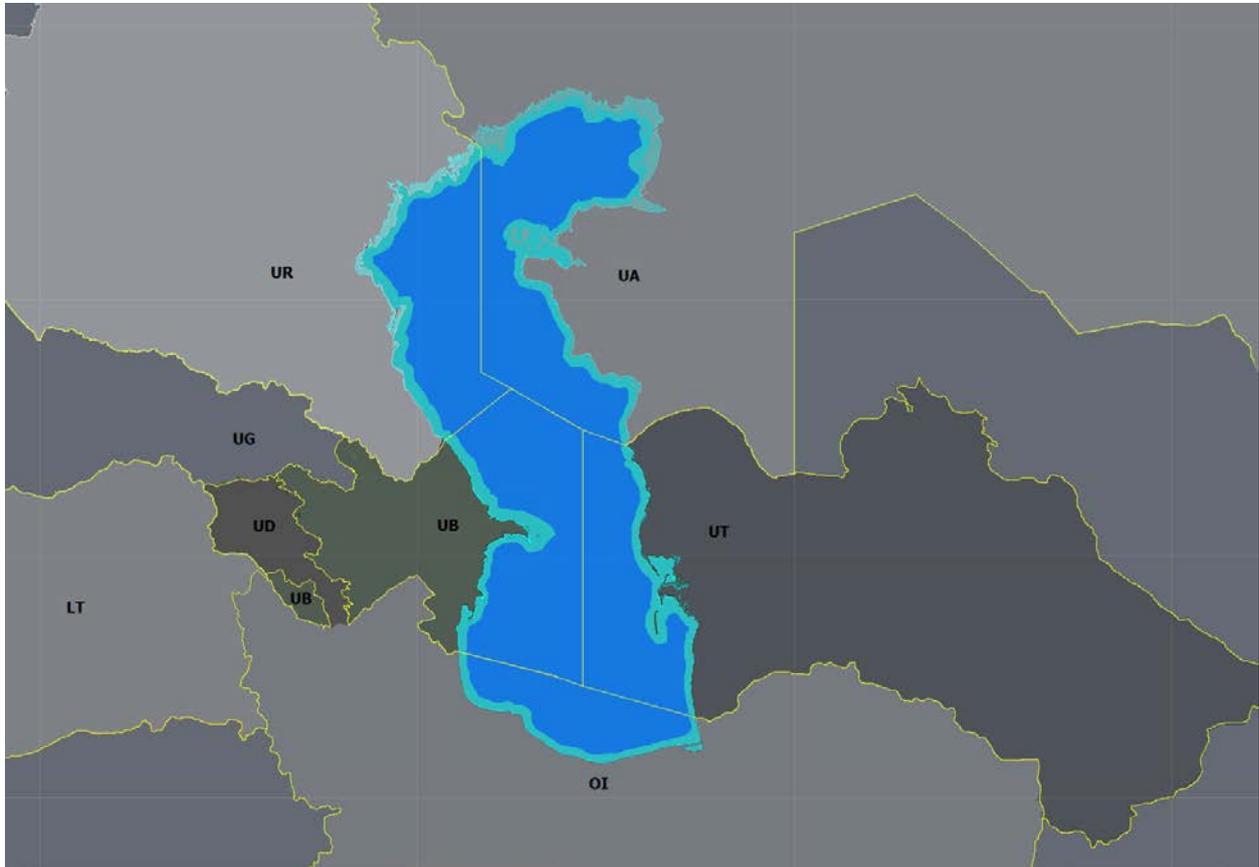
International Membership

Azerbaijan is a Member of the following international organisations in the field of ATM:

Organisation		Since
ECAC	✓	2002
EUROCONTROL		-
European Union		-
EASA		-
ICAO	✓	1992
NATO		NATMC Committee
ITU	✓	1992
JAA		-
CANSO	✓	1998

Geographical description of the FIR(s)

The geographical scope of this document addresses the single Baku FIR. The FIR boundaries approximate the state border of Azerbaijan Republic. The region is strategically located at the conjunction of Europe, Central Asia, and the Middle East. This area has served as a crossroads for centuries, a critical junction in the Silk Road connecting Europe and Asia. Baku FIR (UB) and neighbouring FIRs are graphically presented on the figure below.



Baku FIR(UB) borders the following FIRs:

ECAC/EUROCONTROL States:

- West: Yerevan FIR(UD), Armenia.
- North-West: Tbilisi FIR(UG), Georgia.

Non-ECAC States:

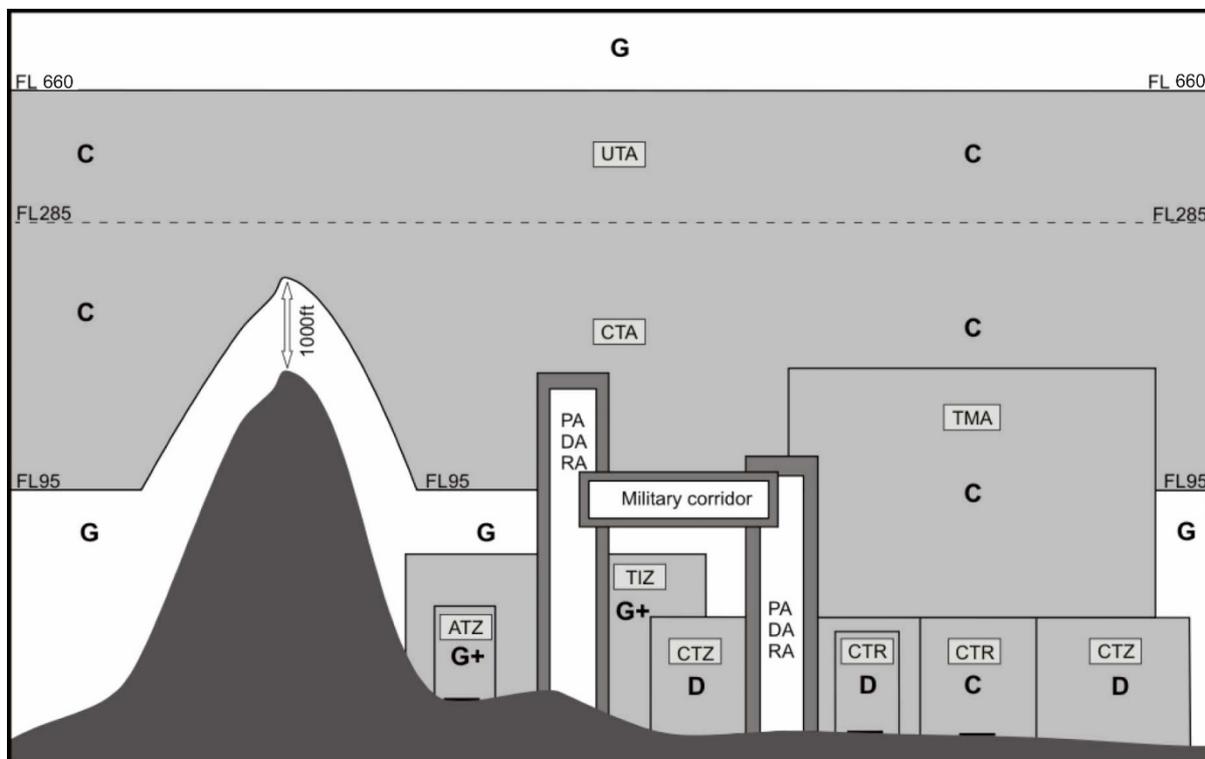
- North: Rostov FIR(UR), Russia;
- North-East: Aktau FIR(UA), Kazakhstan;
- East: Turkmenbashi FIR(UT), Turkmenistan;
- South: Tehran FIR(OI), Iran.

All adjacent countries bordering with Azerbaijan is used reduced vertical separation minima.

Airspace Classification and Organisation

All airspace is divided into Upper Airspace and Lower Airspace. The boundary between them is FL285. The graphical presentation is below.

The re-organisation of the Baku FIR airspace to ensure a uniform and simplified application of ICAO Air Traffic Service classes Flight Level 285 and below within ECAC airspace has been achieved.



ATC Units

The ATC units in the Azerbaijan's airspace, which are of concern to this LSSIP, are the following:

ATC Unit	Number of sectors				Associated FIR(s)	Remarks
	En-route	TMA+CTR	TMA	CTR		
Baku	2		1	1	Azerbaijan	ACC Baku (West, East)
Ganja		1			Azerbaijan	
Nakhichevan	1	1			Azerbaijan	ACC Nakhichevan (South)
Zagatala				1	Azerbaijan	
Lenkoran		1			Azerbaijan	
Gabala		1			Azerbaijan	
Yevlakh		1			Azerbaijan	
Zabrat				1	Azerbaijan	

U-Space services

An overview of the current implementation progress and short to medium term planning information on the main elements underlying the provision of the U-Space services enabling Very Low Level drones operations is provided in Annex to this document.

U-Space demonstration projects information are also included in section 3.3.

The following table contains a list of the 16 services expected to be available in phases U1 (2019) to U3 (2025), as described in the European ATM Master Plan add-on: Roadmap for the safe integration of drones into all classes of airspace.

Phase		Service	
U1	Foundation Services	U1.1	e-Registration
		U1.2	e-Identification
		U1.3	Pre-tactical Geo-fencing
U2	Initial Services	U2.1	Tactical Geo-fencing
		U2.2	Flight Planning Management
		U2.3	Weather Information
		U2.4	Tracking
		U2.5	Monitoring
		U2.6	Drone Aeronautical Information Management
		U2.7	Procedural Interface with ATC
		U2.8	Emergency Management
		U2.9	Strategic De-confliction
U3	Advanced Services	U3.1	Dynamic Geo-fencing
		U3.2	Collaborative Interface with ATC
		U3.3	Tactical De-confliction
		U3.4	Dynamic Capacity Management

In February 2020, draft document entitled "Rules for the operation of civil unmanned aerial vehicles systems" was developed and submitted to the Cabinet of Ministers of the Republic of Azerbaijan for consideration and approval. Draft rules contain the requirements to registration, certification and technical specifications and determines the procedure for flight permits obtaining and operating conditions. Entering the necessary information into the database is expected after the "Rules for the operation of civil unmanned aerial vehicles systems" approval. Therefore, on the U-space Monitoring Tool for U-1/e-registration/Registration enforcement implemented- service element the current comment, progress "planned" and implemented date 31/12/2020 were reflected. "Missing Data" are reflected in the others indication of progress.

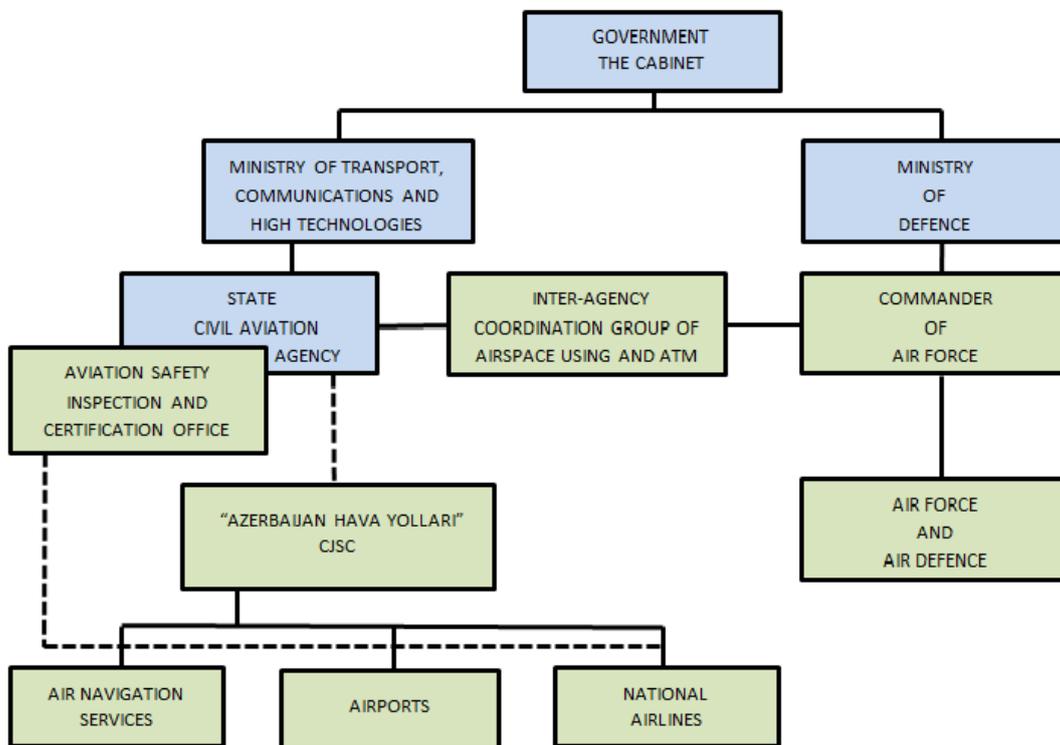
1.2. National Stakeholders

The main National Stakeholders involved in ATM in Azerbaijan are the following:

Main national stakeholders:

- Ministry of Transport, Communications and High Technologies of the Republic of Azerbaijan
- Ministry of Defence of Azerbaijan
- State Civil Aviation Agency (CAA);
- “Azerbaijan Hava Yollari” Closed Joint Stock Company;
- Inter-Agency Coordination Group of Airspace using and ATM(civ-mil)
- AZANS – Azerbaijan Air Navigation Services.

Their activities are detailed in the following subchapters and their relationships are shown in the diagram below:



The State Civil Aviation Agency (CAA) is the responsible body for all civil aviation regulatory matters and reports directly to the Ministry of Transport, Communications and High Technologies. State inspectorate for civil aviation flight safety is be responsible for oversights.

Issues related to military aviation matters are dealt with the Ministry of Defence.

Inter-Agency Group for Coordination of Airspace Using and ATM (further IAG) is the supreme body of the unified air traffic management system in the Republic of Azerbaijan, which establishes civil-military coordination of state regulation of the use of the airspace of the Republic of Azerbaijan.

Azerbaijan became a member of the International Civil Aviation Organisation (ICAO), the Interstate Aviation Committee (IAC) in 1992 and a member of ECAC since 2002. All Azerbaijan Airlines flights comply with international laws and regulations.

The CAA is directed in its operation by Aviation Law, by decrees and orders of the President of Azerbaijan, by decrees and orders of the Government of Azerbaijan, by the SARPs adopted by ICAO, and by other legislative acts. The authority and responsibilities of the CAA are assigned in its Order, affirmed by the Government of Azerbaijan. Acting within its authority, the CAA produces legal documents and oversees other ministries, departments, enterprises, organisations and personnel that regulate the operation of civil aviation in Azerbaijan. The Director of the CAA and his deputies are assigned by decree of the President of Azerbaijan.

Air navigation services, airports authorities, aviation security and national airline are managed by “Azerbaijan Hava Yollari” which is a Closed Joint Stock Company.

Contained within “Azerbaijan Hava Yollari” is “Azeraeronavigation” (AZANS) which is responsible for the provision of air traffic services. AZANS is also responsible for provision of the meteorological and Aeronautical Information Service.

Civil Regulator(s)

General Information

Civil Aviation in Azerbaijan is the responsibility of the State Civil Aviation Agency (CAA). The different national entities having regulatory responsibilities in ATM are summarised in the table below.

Activity in ATM:	Organisation responsible	Legal Basis
Rule-making	CAA / AHY CJSC	Aviation Law
Safety Oversight	CAA	Aviation Law/State Safety Programme
Enforcement actions in case of non-compliance with safety regulatory requirements	Formal procedures for enforcement have yet to be established	Will be established in new edition of State Safety Programme
Airspace	CAA	Aviation Law/, Rules for Airspace using and ATM
Economic	Azerbaijan Hava Yollari CJSC	Aviation Law
Environment	CAA	Aviation Law
Security	CAA/ Azerbaijan Hava Yollari CJSC	Aviation Law
Accident investigation	CAA	Aviation Law

The creation of a National Supervisory Authority as per the SES Service Provision Regulation has not been implemented in Azerbaijan. The CAA fulfils the role of the NSA.

CAA

The State Civil Aviation Agency (CAA) is responsible for:

- Supervision of utilisation of the airspace of Azerbaijan Republic;
- Certification of airports, aircraft and equipment;
- Supervision of the aviation safety;
- Licensing;
- Investigation of incidents.

The organizational chart of the CAA is shown in the Annex B of this document.

Annual Report published:	N	CAA is not yet producing an Annual Report.
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Web: www.caa.gov.az

AZANS (Azerbaijan Air Navigation Services)

Azeraeronavigation (AZANS) is the only ANS provider within Azerbaijan Republic.

AZANS has one FIR for the whole upper airspace of Azerbaijan Republic, six TMA's at Baku, Ganja, Nakhchivan, Lankaran, Zagatala, Gabala , Yevlakh aerodromes and a CTR at Zabrat heliport. There are also other aerodromes, which are not permanently manned by AZANS staff due to lack of traffic.

AZANS is responsible for:

- provision of air traffic services;
- development of air traffic management system;
- maintenance of ATC technical facilities;
- modernisation of ATC technical facilities;
- provision of aeronautical information service;
- provision of meteorological service.

Service provided

Governance:	Subdivision of CJSC		Ownership:	CJSC "Azerbaijan Hava Yollari"
Services provided	Y/N	Comment		
ATC en-route	Y	Baku ACC (East , West and South sectors)		
ATC approach	Y	Baku APP, Nakhichevan APP/TWR, Ganja APP/TWR, Lankaran APP/TWR , Gabala APP/TWR , Yevlakh APP/TWR		
ATC Aerodrome(s)	Y	Baku TWR , Nakhichevan APP/TWR, Ganja APP/TWR, Lankaran APP/TWR, Zabrat TWR, Zagatala TWR, Gabala APP/TWR, Yevlakh APP/TWR		
AIS	Y	AIP, NOTAMs, AIC, PIB		
CNS	Y	All type of services for all International airports in Azerbaijan		
MET	Y	All type of services for all International airports in Azerbaijan		
ATCO training	Y	National Aviation Academy/AZANS/Outsourcing		
Others				
Additional information:				
Provision of services in other State(s):	N			
Annual Report published:	N	AZANS is still not yet producing an Annual Report.		

Remark: APP/TWR means combined unit.

Number of air traffic controllers	171
Supervisors	25
ACC	38
APP	32
TWR	95 (including 29 ATCO of heliport)

The organisational chart of AZANS is shown in the Annex B of this document.

ATC systems in use

Main ANSP part of any technology alliance ¹	No
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FDPS

Specify the manufacturer of the ATC system currently in use:	Air Traffic Automation Control System: Indra AIRCON 2100
Upgrade of the ATC system is performed or planned?	2014
Replacement of the ATC system by the new one is planned?	No plans yet
ATC Unit	Baku ACC, Baku APP

Specify the manufacturer of the ATC system currently in use:	THALES Eurocat C
Upgrade ² of the ATC system is performed or planned?	2016
Replacement of the ATC system by the new one is planned?	No plans yet
ATC Unit	Nakhichevan ACC, Nakhichevan APP

SDPS

Specify the manufacturer of the ATC system currently in use:	Air Traffic Automation Control System : Indra AIRCON 2100
Upgrade of the ATC system is performed or planned?	2014
Replacement of the ATC system by the new one is planned?	No plans yet
ATC Unit	Baku ACC, Baku APP

Specify the manufacturer of the ATC system currently in use:	Thales MSSR/PSR and SMR
Upgrade of the ATC system is performed or planned?	2014
Replacement of the ATC system by the new one is planned?	No plans yet
ATC Unit	Baku ACC, Baku APP

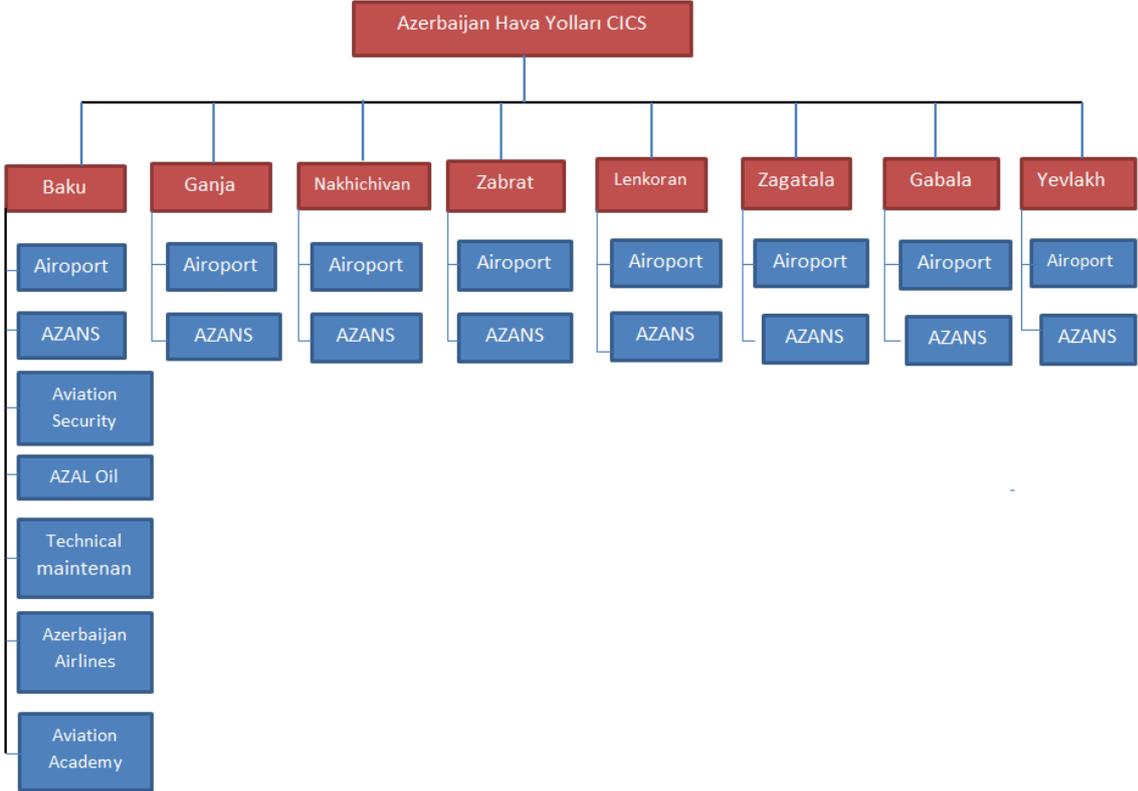
¹ Technology alliance is an alliance with another service provider for joint procurement of technology from a particular supplier (e.g. COOPANS alliance)

² Upgrade is defined as any modification that changes the operational characteristics of the system (SES Framework Regulation 549/2004, Article 2 (40))

Airports

General information

Azerbaijan Hava Yolları” CJSC regulates operation of: Heydar Aliyev (Baku), Ganja, Nakhchivan, Zagatala, Naftalan, Gabala, Lankaran, Yevlakh, Sheki airports and Zabrat heliport. This is shown in the picture below. Naftalan, Sheki are not operational due to lack of traffic. Heydar Aliyev (Baku), Ganja, Nakhchivan, Lenkoran, Gabala and Zagatala airports are International.



Airport(s) covered by the LSSIP

Referring to the List of Airports in the European ATM Master Plan Level 3 Implementation Plan Edition 2018 – Annex 2, it is up to the individual State to decide which additional airports will be reported through LSSIP for those Objectives.

This edition of the LSSIP contains information regarding the main national airport, Baku Heydar Aliyev.

Military Authorities

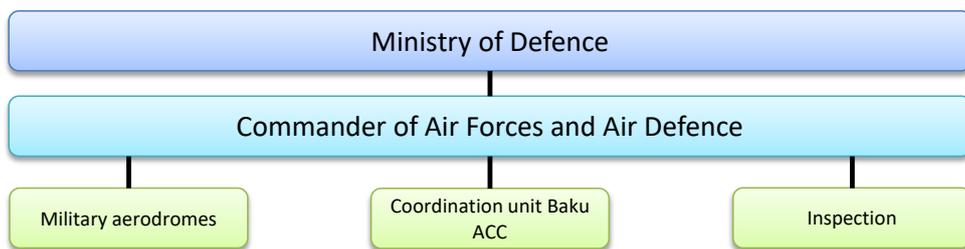
The Military Authorities in Azerbaijan are comprised of:

- Ministry of Defence;
- Commander of Air Forces and Air Defence;

They report to the Cabinet.

The Commander of Air Forces and Air Defence is the responsible body for military aviation matters in the Azerbaijan Republic. Military authorities provide air traffic services at military aerodromes and designated zones for military training flights and exercises.

There is a military co-ordination unit established in the OPS room of Baku ACC responsible for operational co-ordination. Although Flexible Use of Airspace (FUA) is not formally defined most of the principles of FUA are in place and the co-ordination procedures are at a very good level.



Regulatory role

Regulatory framework and rule-making

OAT		GAT	
OAT and provision of service for OAT governed by national legal provisions?	Y	Provision of service for GAT by the Military governed by national legal provisions?	N
Level of such legal provision: Ministry of Defence – Air Law for Air Defence		Level of such legal provision: -	
Authority signing such legal provision: Minister of Defence		Authority signing such legal provision: Cabinet of the Ministry	
These provisions cover:		These provisions cover:	
Rules of the Air for OAT	Y		
Organisation of military ATS for OAT	Y	Organisation of military ATS for GAT	N
OAT/GAT Co-ordination	Y	OAT/GAT Co-ordination	Y
ATCO Training	N	ATCO Training	N
ATCO Licensing	N	ATCO Licensing	N
ANSP Certification	N	ANSP Certification	N
ANSP Supervision	N	ANSP Supervision	N
Aircrew Training	N	ESARR applicability	N
Aircrew Licensing	N		
Additional Information:		Additional Information:	
Means used to inform airspace users (other than military) about these provisions:		Means used to inform airspace users (other than military) about these provisions:	
National AIP	N	National AIP	Y
National Military AIP	N	National Military AIP	N
EUROCONTROL eAIP	N	EUROCONTROL eAIP	N
Other: National VFR Manual	-	Other: National Regulatory Documents	Y

Oversight

OAT	GAT
National oversight body for OAT: Ministry of Defence	No military oversight role
Additional information:	

Service Provision role

OAT			GAT	
Services Provided: MIL			Services Provided: None	
En-Route	N		En-Route	N
Approach/TMA	N		Approach/TMA	N
Airfield/TWR/GND	Y		Airfield/TWR/GND	Y
AIS	N		AIS	N
MET	N		MET	N
SAR	N		SAR	N
TSA/TRA monitoring	N		FIS	N
Other:			Other:	
Additional Information:			Additional Information:	

Military ANSP providing GAT services SES certified?	N	If YES, since:		Duration of the Certificate:	
Certificate issued by:	N	If NO, is this fact reported to the EC in accordance with SES regulations?			

User role

IFR inside controlled airspace, Military aircraft can fly?	OAT only		GAT only	X	Both OAT and GAT	
--	----------	--	----------	---	------------------	--

If Military fly OAT-IFR inside controlled airspace, specify the available options:				
Free Routing	Y	Within specific corridors only	X	
Within the regular (GAT) national route network	Y	Under radar control	Y	
Within a special OAT route system	Y	Under radar advisory service	N	

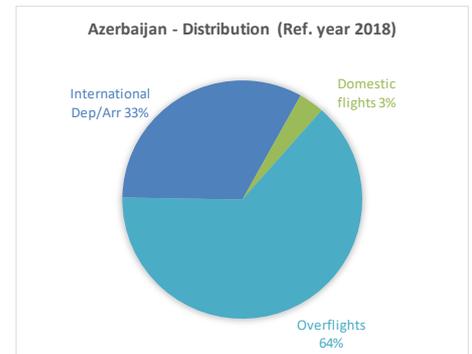
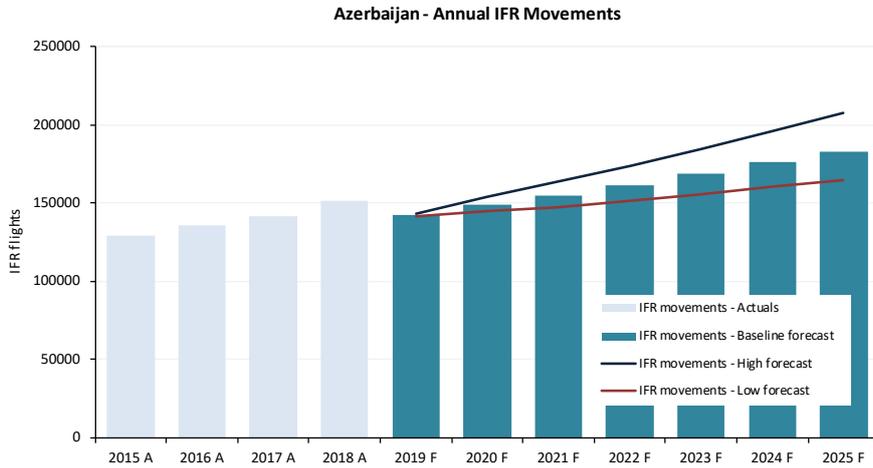
If Military fly GAT-IFR inside controlled airspace, specify existing special arrangements:				
No special arrangements	N	Exemption from Route Charges	X	
Exemption from flow and capacity (ATFCM) measures	N	Provision of ATC in UHF	N	
CNS exemptions:	RVSM	N	8.33	N
	Mode S	N	ACAS	N
Others:	* If there is request from the military, and radar control is not possible, ATC close the route until the military aircraft has passed through it.			

Flexible Use of Airspace (FUA)

Military in AZ applies FUA requirements as specified in the Regulation No 2150/2005:	N
FUA Level 1 implemented:	N
FUA Level 2 implemented:	N
FUA Level 3 implemented:	N

2. Traffic and Capacity

2.1. Evolution of traffic in Azerbaijan



A = Actual
F = Forecast

EUROCONTROL Seven-Year Forecast (Autumn 2019)											
IFR flights yearly growth		2016 A	2017 A	2018 A	2019 F	2020 F	2021 F	2022 F	2023 F	2024 F	2025 F
Azerbaijan	H				-5.5%	7.3%	6.4%	6.2%	6.1%	6.4%	5.9%
	B	5.1%	4.6%	7.0%	-6.1%	4.9%	3.9%	4.3%	4.2%	4.5%	4.0%
	L				-6.8%	2.8%	1.7%	2.7%	2.8%	3.0%	2.4%
ECAC	B	2.8%	4.0%	3.8%	1.1%	2.3%	1.9%	2.2%	1.8%	1.9%	1.4%

2019

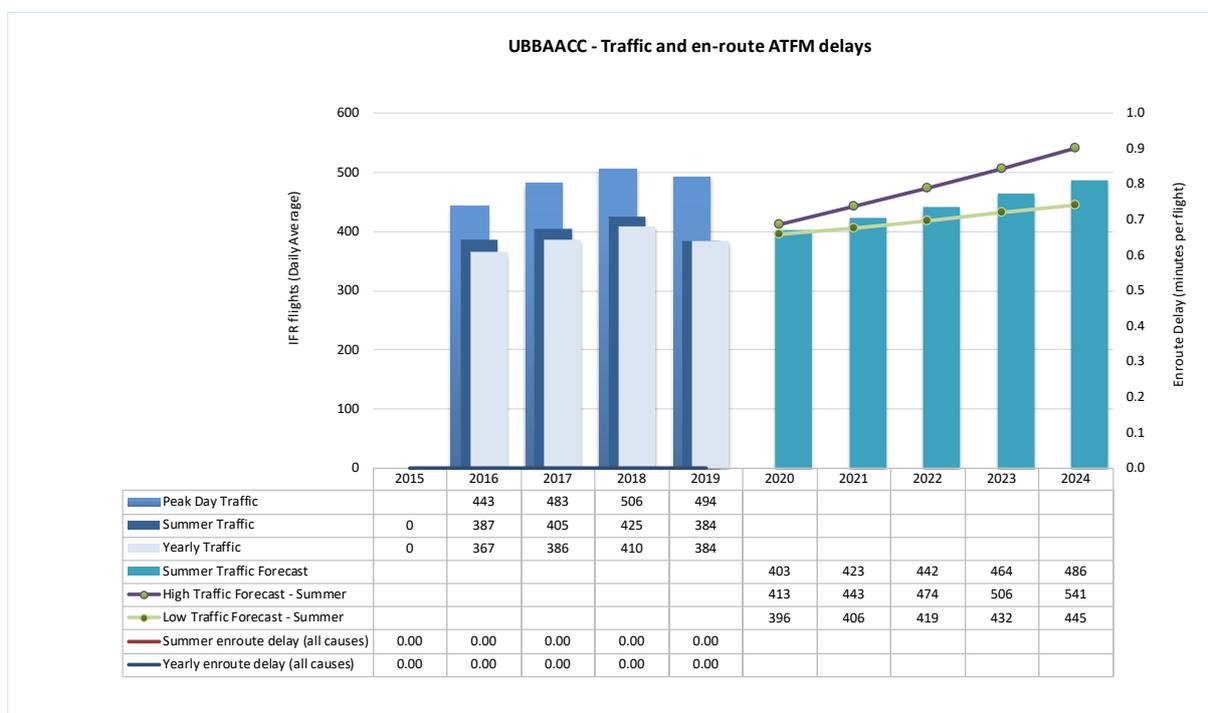
Traffic in Azerbaijan decreased by 6.3% in 2019 compared to 2018.

2020-2024

The EUROCONTROL Seven-Year forecast predicts an average annual traffic growth between 2.6% and 6.4%, with an average baseline growth of 4.3% throughout the planning cycle.

2.2. BAKU ACC

Traffic and en-route ATFM delays 2015-2024



Performance summer 2019

Baku ACC	Traffic evolution (2019 vs 2018)			En-route Delay (min. per flight)		Capacity (2019 vs 2018)		
	Traffic Forecast		Actual Traffic	All reasons	ACC Reference Value	Planned	Achieved	Capacity gap?
	Current Routes	Shortest Routes						
Year	H: 4.7%	No significant impact	-6.3%	0.00	0.01			
Summer	B: 3.4% L: 0.6%		-9.8%	0.00		Sufficient	65 (+0%)	No
Summer 2019 performance assessment								
The average en-route delay per flight remained at zero in summer 2019.								
The ACC capacity baseline was estimated at 65. During the measured period, the average peak 1 hour demand was 28 and the average peak 3 hour demand was 19.								
Operational actions				Achieved	Comments			
ATS route network optimisation - an on-going process in co-operation with neighboring States				Yes				
Implementation of OLDI link between Baku and Rostov ACCs				Yes				
Maximum configuration: 5 + 3APP				Yes	3+3APP sectors were sufficient			

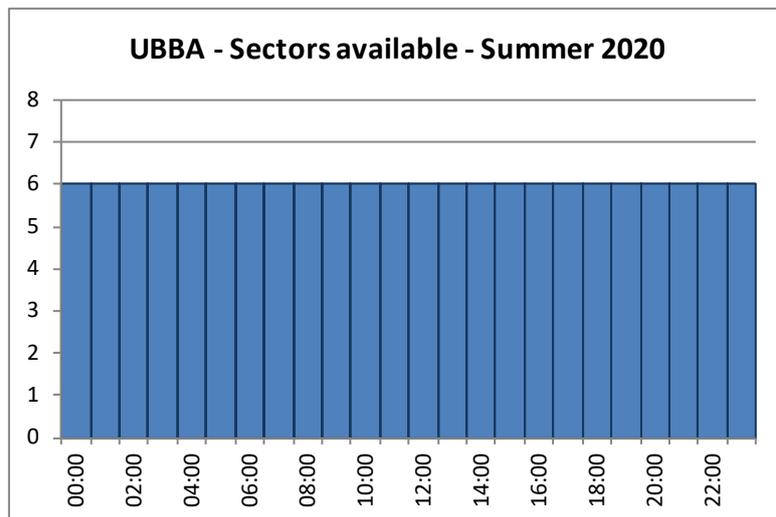
Planning Period 2020-2024

The planning focuses on the summer season to reflect the most demanding period of the year from a capacity perspective. This approach ensures consistency with the previous planning cycles.

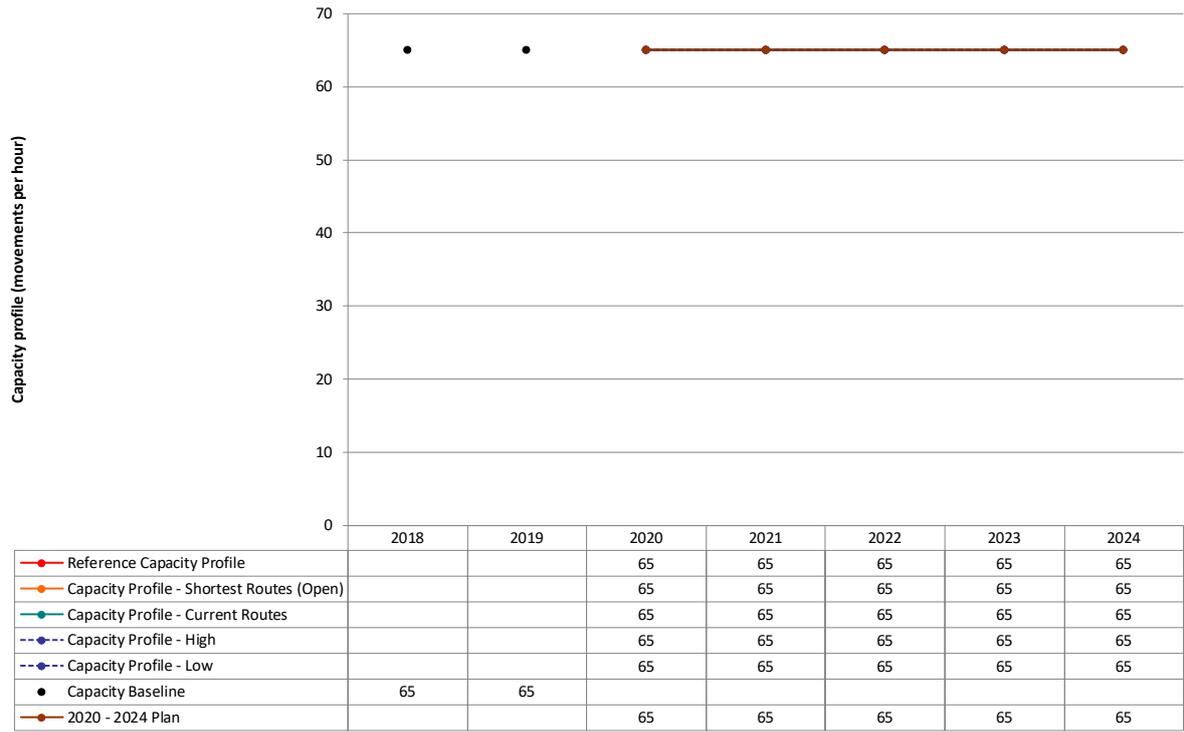
The measures for each year are the measures that will be implemented before the summer season.

Summer Capacity Plan					
	2020	2021	2022	2023	2024
Free Route Airspace					
Airspace Management Advanced FUA					
Airport & TMA Network Integration					
Cooperative Traffic Management					
Airspace	ATS route network optimisation - an on-going process in co-operation with neighboring States				
Procedures					
Staffing					
Technical					
Capacity					
Significant Events					
Max sectors	5 + 3APP	5 + 3APP	5 + 3APP	5 + 3APP	5 + 3APP
Planned Annual Capacity Increase	Sufficient capacity to meet expected demand				
Reference profile Annual % Increase	0%	0%	0%	0%	0%
Difference Capacity Plan v. Reference Profile	Sufficient capacity to meet expected demand				
Annual Reference Value (min)	0.01	0.01	0.01	0.01	0.01
Additional information					

Up to 5 ACC and 3 APP sectors could be open. However, with the current levels of traffic, 3 ACC + 3 APP are sufficient.



UBBACTA - Reference capacity profile and alternative scenarios



2020-2024 Planning Period Outlook

No problems are foreseen for Azerbaijan during the current planning cycle.

3. Implementation Projects

The tables below presents the high-level information about the main projects currently ongoing in Azerbaijan. The details of each project are available in Chapter 2 of the Level 2 - Detailed Implementation Status document.

3.1. National projects

Name of project:	Organisation(s):	Schedule:	Status:	Links:
ARING station installation and implementation	AZANS (AZ)	2020-2021	planned	-
Cyber security	AZANS (AZ)	2020	planned	-
Implement full back-up ATC system at Baku ACC (BCUP-ACC)	AZANS (AZ)	2018	Completed	-
Implementation of D-Volmet,D-ATIS DCL,CPDLS (SITAon Air) functions	AZANS (AZ)	2020	ongoing	-
Implementation of Airspace Efficiency, Strategy and Development Center (ASEC) (FLOW)	AZANS (AZ)	2018	Completed	L3: FCM05, FCM06, FCM08
Implementation of MoC: AZANS-DHMI	AZANS (AZ)	2020	Ongoing	-
Implementation of MoC: AZANS-HUNGAROCNTROL	AZANS (AZ)	2020	Ongoing	-
Implementation of MoC: AZANS-IATA	AZANS (AZ)	2020	Ongoing	-

Name of project:	Organisation(s):	Schedule:	Status:	Links:
Implementation of TEAS/Tower Emergency Alert System in Heydar Aliev international airport(UBBB) (UBBB)	BAKU - Heydar Aliyev International Airport (AZ)	Q1/2020	ongoing	-
Implementation of VSAT Communication System (VSAT)	AZANS (AZ)	2019	Ongoing	L2: CNS-0001-A
Implementation of complete AIS to AIM system (AIS-AIM)	AZANS (AZ)	2020	Ongoing	L3: INF07, ITY-ADQ
Implementation of the ATC Contingency System in Baku ATM AI Center (ATC-CONT)	AZANS (AZ)	2020	Ongoing	-
Implementation of the Virtual Tower with remote control on Chilov Island (RTWR_Chilov)	AZANS (AZ)	2020-2021	ongoing	L3: AOP14
Implementation of the Virtual Tower with remote control on Qabala airport (RTWR_Qabala)	AZANS (AZ)	2020	Ongoing	-
Installation of METEO radars (METEO AZ)	AZANS (AZ), Ganja Airport (AZ), Nakhchivan Airport (AZ)	2019-2021	completed at Nakhchivan/planned in Gandja	L3: ITY-ADQ
Installation of new satellite connection system with adjacent ATS centres (SAT_AZ)	AZANS (AZ)	2018	Completed	-
MSSR Radar installation at Yevlakh Airport (MSSR_Yevlakh)	AZANS (AZ)	2017	Completed in 2018	L3: ITY-SPI
MoC with "Rosaeronavigation"(Russia)	AZANS (AZ)	2020	planned	-

Name of project:	Organisation(s):	Schedule:	Status:	Links:
Modernisation of ILS at Baku Airport (ILS-Baku)	AZANS (AZ), BAKU - Heydar Aliyev International Airport (AZ)	2019	Planned	L2: CNS-0001-A
National airspace develop strategy	AZANS (AZ)	2020	ongoing	-
Runway extension and ATC system renewal at Zaqatala International Airport (RWY-UBBY)	AZANS (AZ)	2018	Completed	-
The second phase of installation of ADS-B and WAM system (Phase II ADS-B)	AZANS (AZ)	2019	Ongoing	L3: ITY-ACID, ITY-SPI
TopSky-ATFM system new features implementation and integration with ECO system	AZANS (AZ)	2020	ongoing	-
Upgrade of the Nakhchivan Airport runway and navigation AIDS (ATM-UBBN)	Nakhchivan Airport (AZ)	2019-2020	Ongoing	-
implementation of UTM center	AZANS (AZ)	2020	Planned	-

3.2. Multinational projects

Name of project:	Organisation(s):	Schedule:	Status:	Links:
OLDI system implementation. (OLDI)	AZANS (AZ)	2019	Completed with Rostov ACC/planned with Tbilisi ACC	L3: ATC17

3.3. U-Space demonstration projects

In February 2020, a draft document entitled "Rules for the operation of civil unmanned aerial vehicles systems" was developed and submitted to the Cabinet of Ministers of the Republic of Azerbaijan for consideration and approval. Draft rules contain the requirements to registration, certification and technical specifications and determines the procedure for flight permits obtaining and operating conditions. Entering the necessary information into the database is expected after the "Rules for the operation of civil unmanned aerial vehicles systems" approval. Therefore, on the U-space Monitoring Tool for U-1/e-registration/Registration enforcement implemented- service element the current comment, progress "planned" and implemented date 31/12/2020 were reflected. "Missing Data" are reflected in the others indication of progress.

UTM Project

Azerbaijan's national air carrier and Chinese high-tech company Ehang Intelligent Equipment signed an agreement on establishment of a single control center integrated with ATM under "Azeraeronavigation" for controlling the unmanned aerial vehicles (drones) within airspace.

The agreement was signed on October, 9th 2019 in Baku.

The Center's task is to protect against unauthorized use of drones at the territory of the airport, as there is a great danger that drones can fly at relatively low altitudes and even in the immediate vicinity of the runway.

For the first time the new center will be integrated with the Azerbaijan Air Traffic Control System to prevent UAV collisions with civil aircraft.

The center includes 3D mapping and terrain scanning functions, which are important for the airfields design and the development of air navigation maps.

If necessary, the web application of the command center will include the information about the registration of the UAVs and its pilots, certification documents and flight permissions.

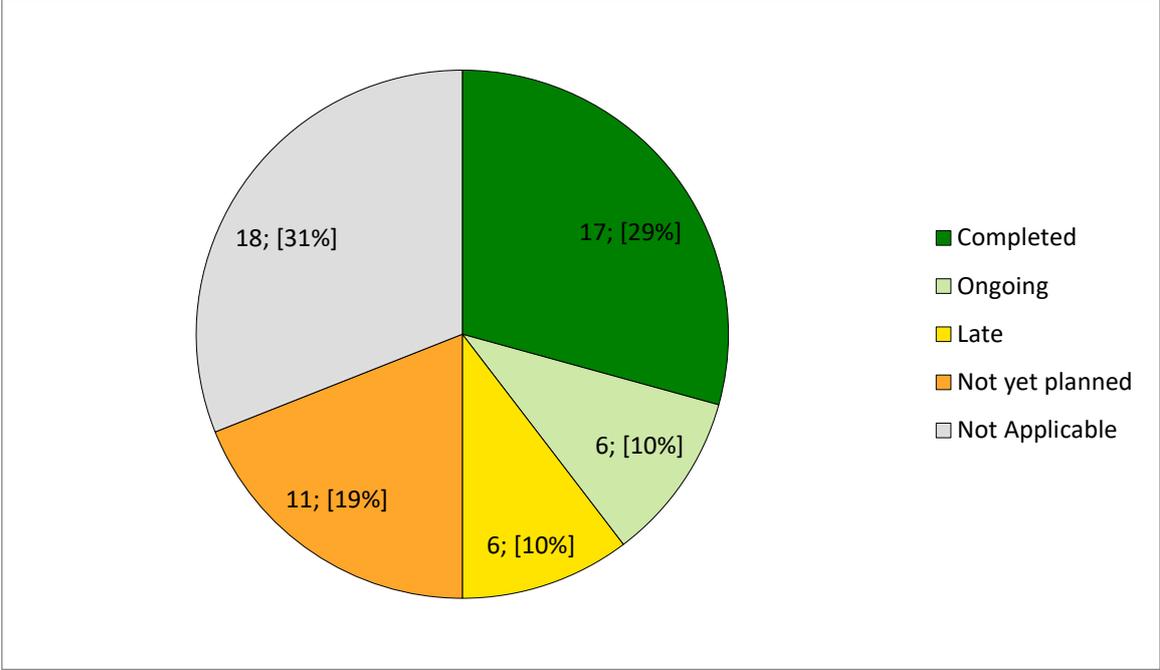
4. Cooperation activities

4.1. Multinational cooperation initiatives

Azerbaijan has not joined any Multinational Cooperation Initiatives.

5. Implementation Objectives Progress

5.1. State View: Overall Objective Implementation Progress



The Objectives ATC02.8 and ITY-AGDL completion are related to the Aircon 2100 ATM system upgrade. On 5.12.2019, Objectives ATC17 and ITY-COTR were successfully implemented for OLDI using with adjacent Rostov centre (Russia). Objective COM12 /PENS is connected in March2019 /New PENS is connected on 3.02.2020.

5.2. Objective Progress per SESAR Key Feature

The Implementation objectives progress charts per Key Feature below show progress only for Implementation Objectives applicable to the State/airport and which are not local objectives.

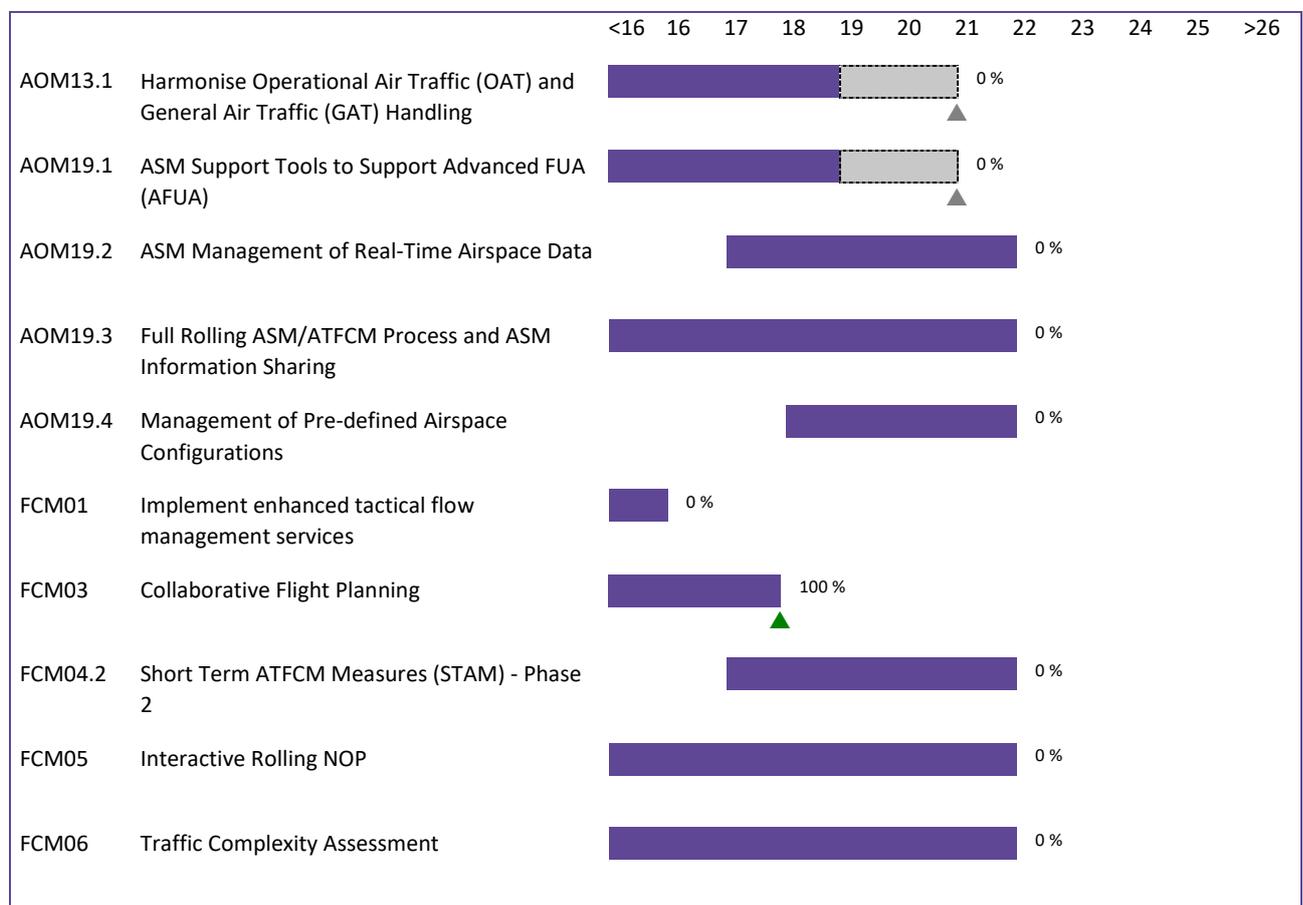
Note: The detailed table of links between Implementation Objectives and SESAR Key Features is available in Annex C: Implementation Objectives' links with SESAR, ICAO and DP.

Legend:

- ▲ ## % = Expected completion / % Progress
- ▲ 100% = Objective completed
- = Implementation Objective timeline (different colour per KF)
- = Completion beyond Implementation Objective timeline



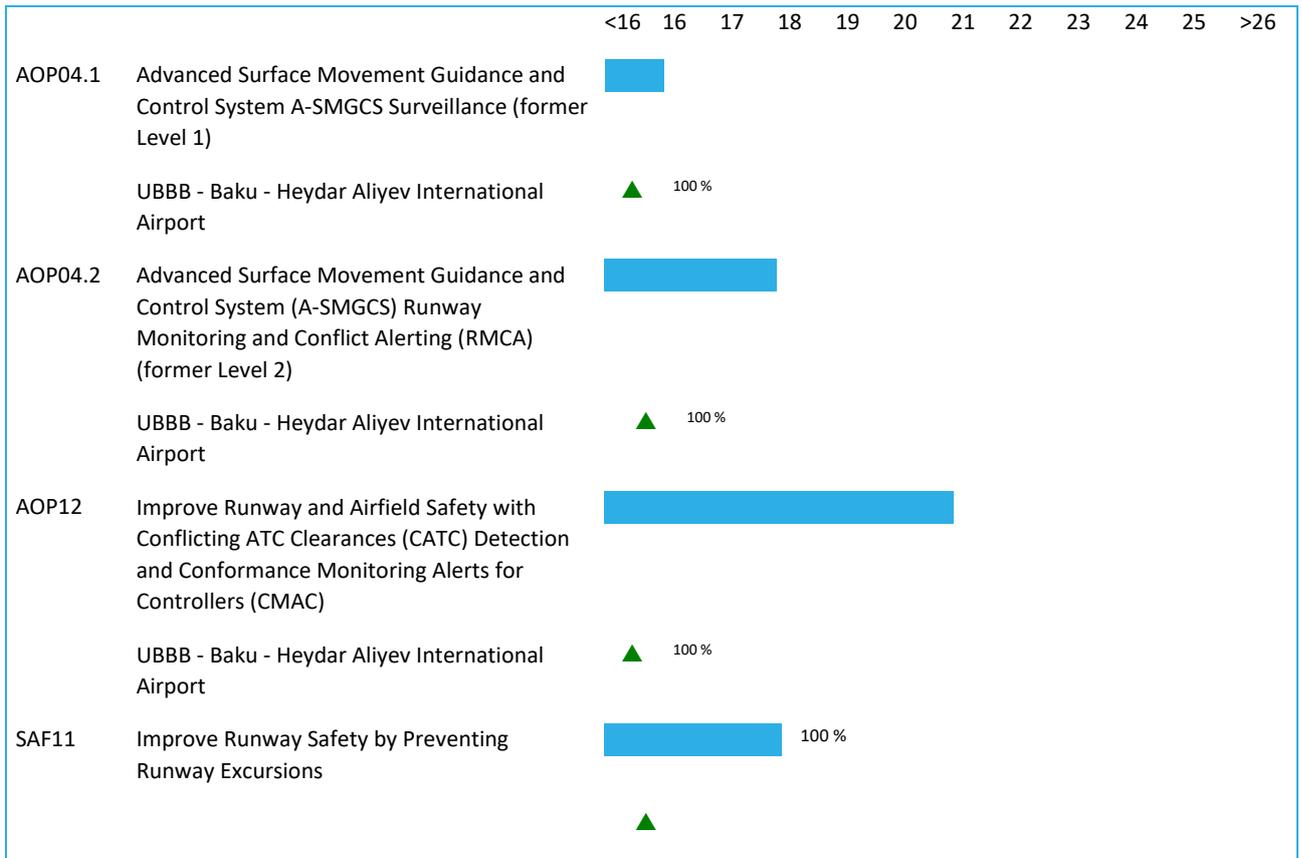
Optimised ATM Network Services





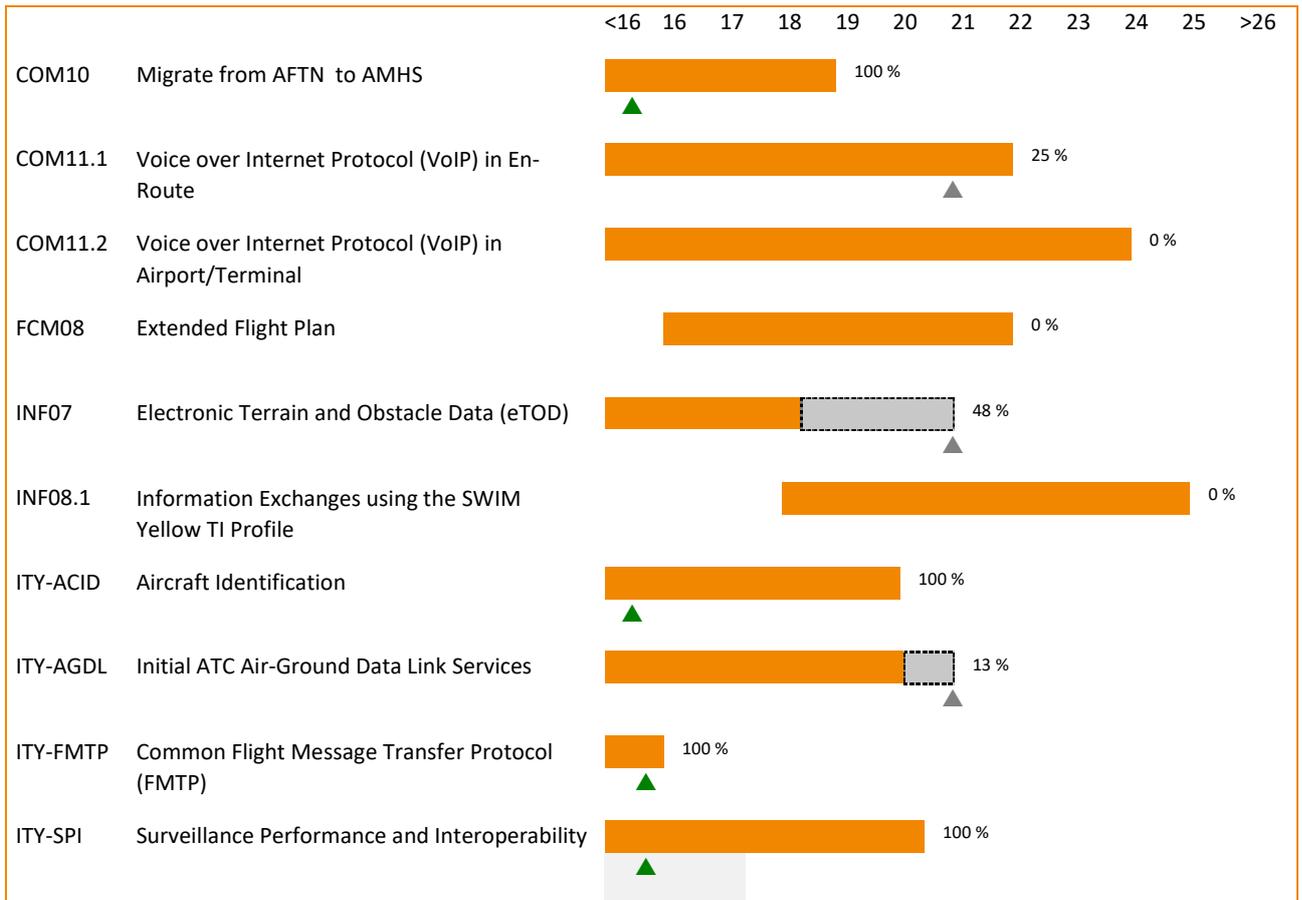


High Performing Airport Operations





Enabling Aviation Infrastructure

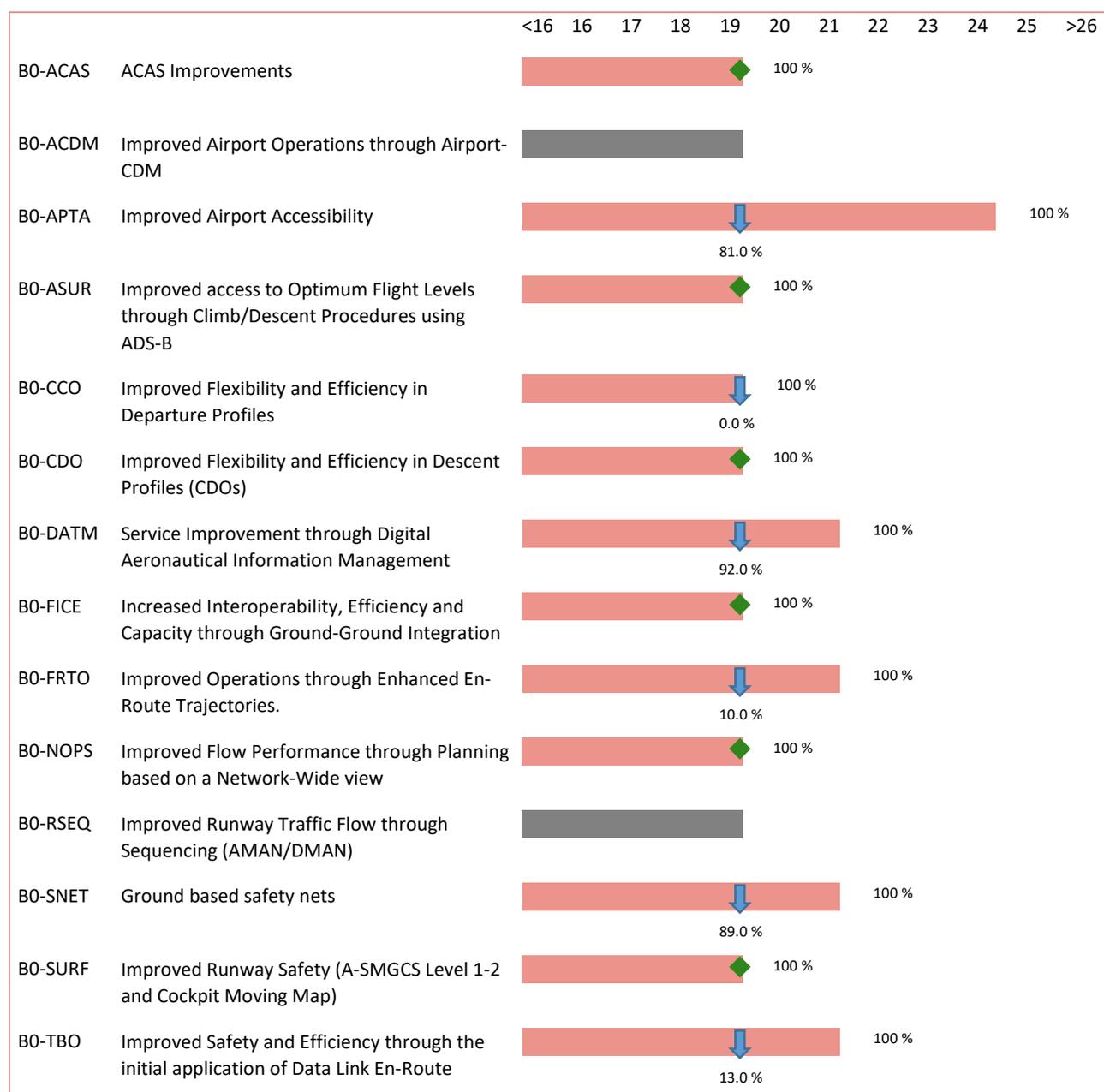
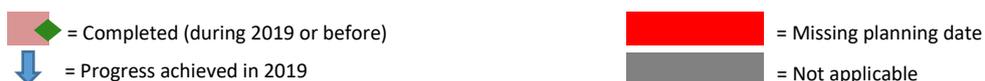


5.3. ICAO ASBU Implementation Progress

The following table shows, for each of the ASBU Block 0 modules, the overall status, the final date foreseen for completion and the percentage of progress achieved in the current cycle.

These results were determined using the LSSIP Year 2019 declared statuses and progress of the relevant Implementation objectives in accordance with the mapping approved by the ICAO EUR EASPG/1 meeting (European Aviation System Planning Group).

Legend:



5.4. Detailed Objectives Implementation progress

Objective/Stakeholder Progress Code:			
Completed		Not yet planned	
Ongoing		Not Applicable	
Planned		Missing Data	
Late			

Main Objectives

AOM13.1	Harmonise Operational Air Traffic (OAT) and General Air Traffic (GAT) Handling <u>Timescales:</u> Initial operational capability: 01/01/2012 Full operational capability: 31/12/2018		0%	Late
Key Feature: Optimised ATM Network Services				
-				
Rules on use of the airspace has been issued in 2013 and approved by Cabinet of Ministry. The draft of the new "Rules of flight for Azerbaijan state aviation" in the stage of discussion and analysis of the impact on the flexibility of the airspace using. New plans are being considered for further cooperation between CIV and MIL. Expected that the Inter-Agency Coordination Group of airspace using and ATM (created in 2018) will assist in goals achieving.				31/12/2020
REG (By:12/2018)				
State Civil Aviation Agency	Rules on use of the airspace has been issued in 2013 and approved by Cabinet of Ministry. The draft of the new "Rules of flight for Azerbaijan state aviation" in the stage of discussion and analysis of the impact on the flexibility of the airspace using. New plans are being considered for further cooperation between CIV and MIL. Expected that the Inter-Agency Coordination Group of airspace using and ATM (created in 2018) will assist in goals achieving.	-	0%	Late 31/12/2020
ASP (By:12/2018)				
AZANS	Rules on use of the airspace has been issued in 2013 and approved by Cabinet of Ministry. The draft of the new "Rules of flight for Azerbaijan state aviation" in the stage of discussion and analysis of the impact on the flexibility of the airspace using. New plans are being considered for further cooperation between CIV and MIL. Expected that the Inter-Agency Coordination Group of airspace using and ATM (created in 2018) will assist in goals achieving.	-	0%	Late 31/12/2020
MIL (By:12/2018)				
Mil. Authority	Rules on use of the airspace has been issued in 2013 and approved by Cabinet of Ministry. The draft of the new "Rules of flight for Azerbaijan state aviation" in the stage of discussion and analysis of the impact on the flexibility of the airspace using. New plans are being considered for further cooperation between CIV and MIL. Expected that the Inter-Agency Coordination Group of airspace using and ATM (created in 2018) will assist in goals achieving.	-	0%	Late 31/12/2020

AOM19.1	ASM Support Tools to Support Advanced FUA (AFUA) <u>Timescales:</u> Initial operational capability: 01/01/2011 Full operational capability: 31/12/2018		0%	Late
Links: B1-FRTO, B1-NOPS Key Feature: Optimised ATM Network Services				
-				
Azerbaijan has difficulties with FUA implementation due-to situation defined in NOTAM: A0024/11 and ongoing doc approval process for the full-scale activity of Inter-Agency Group of Airspace Using and ATM. Application of support tools will be considered at a later stage.				31/12/2020
ASP (By:12/2018)				
AZANS	Azerbaijan has difficulties with FUA implementation due-to situation defined in NOTAM: A0024/11 and ongoing doc approval process for the full-scale activity of Inter-Agency Group of Airspace Using and ATM. Application of support tools will be considered at a later stage.	-	0%	Late 31/12/2020

AOM19.2	ASM Management of Real-Time Airspace Data <u>Timescales:</u> Initial operational capability: 01/01/2017 Full operational capability: 31/12/2021		0%	Not yet planned
Links: B1-FRTO, B1-NOPS Key Feature: Optimised ATM Network Services				
-				
Azerbaijan is currently not in a position to establish ASM management of real-time airspace data at the European Network level. The objective will be reviewed in the future when circumstances change.				-
ASP (By:12/2021)				
AZANS	Azerbaijan is currently not in a position to establish ASM management of real-time airspace data at the European Network level. The objective will be reviewed in the future when circumstances change.	-	0%	Not yet planned -

AOM19.3	Full Rolling ASM/ATFCM Process and ASM Information Sharing <u>Timescales:</u> Initial operational capability: 01/01/2014 Full operational capability: 31/12/2021		0%	Not yet planned
Links: B0-FRTO, B1-FRTO, B1-NOPS, B2-NOPS Key Feature: Optimised ATM Network Services				
-				
Azerbaijan is currently not in a position to establish full rolling ASM/ATFCM process at the European Network level. The objective will be reviewed in the future when circumstances change.				-
ASP (By:12/2021)				
AZANS	Azerbaijan is currently not in a position to establish full rolling ASM/ATFCM process at the European Network level. The objective will be reviewed in the future when circumstances change.	-	0%	Not yet planned -

AOM19.4	Management of Pre-defined Airspace Configurations <u>Timescales:</u> Initial operational capability: 01/01/2018 Full operational capability: 31/12/2021		%	Not Applicable
Links: B1-FRTO, B1-NOPS Key Feature: Optimised ATM Network Services				
-				
Azerbaijan is currently not in a position to establish Management of Pre-defined airspace Configuration. The objective will be reviewed in the future when circumstances change.				-
ASP (By:12/2021)				
AZANS	-	-	%	Not Applicable
				-
Gabala Airport	-	-	%	Not Applicable
				-

AOM21.2	Free Route Airspace (Outside Applicability Area) <u>Timescales:</u> - not applicable -		%	Not Applicable
Links: B0-FRTO, B1-FRTO Key Feature: Advanced Air Traffic Services				
-				
At this stage, Azerbaijan is unable to implement this objective due to the complexity of the airspace and the issue of prohibited flight zone at its territory.				-
ASP (By:12/2021)				
AZANS	At this stage, Azerbaijan is unable to implement this objective due to the complexity of the airspace and the issue of prohibited flight zone at its territory.	-	%	Not Applicable
				-

AOP04.1	Advanced Surface Movement Guidance and Control System A-SMGCS Surveillance (former Level 1) <u>Timescales:</u> Initial operational capability: 01/01/2007 Full operational capability: 31/12/2011		100%	Completed
Links: B0-SURF Key Feature: High Performing Airport Operations				
UBBB - Baku - Heydar Aliyev International Airport				
Azerbaijan has completed the implementation of this objective and A-SMGCS Level 1 is operational at Baku Airport.				31/12/2014
REG (By:12/2010)				
State Civil Aviation Agency	Azerbaijan has completed the implementation of this objective and A-SMGCS Level 1 is operational at Baku Airport.	-	100%	Completed 31/12/2014
ASP (By:12/2011)				
AZANS	Azerbaijan has completed the implementation of this objective and A-SMGCS Level 1 is operational at Baku Airport.	-	100%	Completed 31/12/2014
APO (By:12/2010)				
BAKU - Heydar Aliyev International Airport	Azerbaijan has completed the implementation of this objective and A-SMGCS Level 1 is operational at Baku Airport.	-	100%	Completed 31/12/2014

AOP04.2	Advanced Surface Movement Guidance and Control System (A-SMGCS) Runway Monitoring and Conflict Alerting (RMCA) (former Level 2) <u>Timescales:</u> Initial operational capability: 01/01/2007 Full operational capability: 31/12/2017		100%	Completed
Links: B0-SURF Key Feature: High Performing Airport Operations				
UBBB - Baku - Heydar Aliyev International Airport				
A-SMGCS Level 2 is implemented and operational at Baku Airport. Control function equipment installed. HITT system used.				31/12/2015
ASP (By:12/2017)				
AZANS	Azerbaijan has completed the implementation of this objective.	-	100%	Completed 31/12/2015
APO (By:12/2017)				
BAKU - Heydar Aliyev International Airport	Azerbaijan has completed the implementation of this objective.	-	100%	Completed 31/12/2015

AOP05	Airport Collaborative Decision Making (A-CDM) <u>Timescales:</u> - not applicable -		%	Not Applicable
Links: B0-ACDM, B0-RSEQ Key Feature: High Performing Airport Operations				
UBBB - Baku - Heydar Aliyev International Airport (Outside Applicability Area)				
Azerbaijan is not within the area of applicability of this airport related objective.				-
ASP (By:12/2016)				
AZANS	Azerbaijan is not within the area of applicability of this multi-national objective.	-	%	Not Applicable -
APO (By:12/2016)				
BAKU - Heydar Aliyev International Airport	Azerbaijan is not within the area of applicability of this multi-national objective.	-	%	Not Applicable -

AOP10	Time-Based Separation <u>Timescales:</u> - not applicable -		%	Not Applicable
Links: B1-RSEQ, B2-WAKE Key Feature: High Performing Airport Operations				
UBBB - Baku - Heydar Aliyev International Airport (Outside Applicability Area)				
Azerbaijan is not within the area of applicability of this objective.				-
REG (By:12/2023)				
AZANS	Azerbaijan is not within the area of applicability of this objective.	-	%	Not Applicable -
ASP (By:12/2023)				
AZANS	Azerbaijan is not within the area of applicability of this objective.	-	%	Not Applicable -

AOP11	Initial Airport Operations Plan <u>Timescales:</u> - not applicable -			%	Not Applicable
Links: B1-ACDM Key Feature: High Performing Airport Operations					
UBBB - Baku - Heydar Aliyev International Airport (Outside Applicability Area)					
Azerbaijan is not in the applicability area of the PCP regulation.					-
ASP (By:12/2021)					
AZANS	-	-	-	%	Not Applicable -
APO (By:12/2021)					
BAKU - Heydar Aliyev International Airport	-	-	-	%	Not Applicable -

AOP12	Improve Runway and Airfield Safety with Conflicting ATC Clearances (CATC) Detection and Conformance Monitoring Alerts for Controllers (CMAC) <u>Timescales:</u> Initial operational capability: 01/01/2015 Full operational capability: 31/12/2020			100%	Completed
Links: B2-SURF Key Feature: High Performing Airport Operations					
UBBB - Baku - Heydar Aliyev International Airport					
Azerbaijan is not in the applicability area of the PCP regulation.					01/03/2014
ASP (By:12/2020)					
AZANS	-	-	-	100%	Completed 01/03/2014
APO (By:12/2020)					
BAKU - Heydar Aliyev International Airport	-	-	-	100%	Completed -

AOP13	Automated Assistance to Controller for Surface Movement Planning and Routing <u>Timescales:</u> - not applicable -			%	Not Applicable
Links: B1-ACDM, B1-RSEQ, B2-SURF Key Feature: High Performing Airport Operations					
UBBB - Baku - Heydar Aliyev International Airport (Outside Applicability Area)					
Azerbaijan is not in the applicability area of the PCP regulation.					-
REG (By:12/2023)					
State Civil Aviation Agency	Azerbaijan is not in the applicability area of the PCP regulation.		-	%	Not Applicable -
ASP (By:12/2023)					
AZANS	Azerbaijan is not in the applicability area of the PCP regulation.		-	%	Not Applicable -

ATC02.8	Ground-Based Safety Nets <u>Timescales:</u> Initial operational capability: 01/01/2009 Full operational capability: 31/12/2016		67%	Late
Links: B0-SNET, B1-SNET Key Feature: Advanced Air Traffic Services				
-				
MSAW and APW functions are fully implemented in AZANS. APM functionality is going to be implemented within the next upgrade of the Indra AIRCON 2100 ATM system.				31/12/2020
ASP (By:12/2016)				
AZANS	MSAW and APW functions are fully implemented in AZANS. APM functionality is going to be implemented within the next upgrade of the Indra AIRCON 2100 ATM system.	-	67%	Late
				31/12/2020

ATC02.9	Short Term Conflict Alert (STCA) for TMA's <u>Timescales:</u> Initial operational capability: 01/01/2018 Full operational capability: 31/12/2020		0%	Not yet planned
Links: B0-SNET, B1-SNET Key Feature: Advanced Air Traffic Services				
-				
STCA functionality is going to be implemented within the next upgrade of the Indra AIRCON 2100 ATM system.				-
ASP (By:12/2020)				
AZANS	STCA functionality is going to be implemented within the next upgrade of the Indra AIRCON 2100 ATM system.	-	0%	Not yet planned
				-

ATC07.1	AMAN Tools and Procedures <u>Timescales:</u> - not applicable -		%	Not Applicable
Links: B0-RSEQ Key Feature: Advanced Air Traffic Services				
UBBB - Baku - Heydar Aliyev International Airport (Outside Applicability Area)				
Azerbaijan is not within the area of applicability of this multi-national objective. Moreover, there is no OPS need. However, the implementation of AMAN system is discussed in the frame of existing modernization programme.				-
ASP (By:12/2019)				
AZANS	No OPS needs, the investment cannot be justified	-	%	Not Applicable
				-

ATC12.1	Automated Support for Conflict Detection, Resolution Support Information and Conformance Monitoring <u>Timescales:</u> Initial operational capability: 01/01/2015 Full operational capability: 31/12/2021		100%	Completed
Links: B1-FRTO Key Feature: Advanced Air Traffic Services				
-				
MTCD support function exists in the system. CORA function implemented. Procedures are defined. Functionality is operational.				31/12/2017
ASP (By:12/2021)				
AZANS	MTCD support function exists in the system. Procedures are defined. Functionality is operational.	-	100%	Completed
				31/12/2017

ATC15.1	Information Exchange with En-route in Support of AMAN		%	Not Applicable
	(Outside Applicability Area) <u>Timescales:</u> - not applicable -			
Links: B1-RSEQ Key Feature: Advanced Air Traffic Services				
-				
There is no operational need for this tool in Azerbaijan.				-
ASP (By:12/2019)				
AZANS	-	-	%	Not Applicable
				-

ATC15.2	Arrival Management Extended to En-route Airspace		%	Not Applicable
	<u>Timescales:</u> Full operational capability: 31/12/2023			
Links: B1-RSEQ Key Feature: Advanced Air Traffic Services				
-				
Not of operational interest. 80% of Baku FIR entry points closer than 180miles (from Baku Heydar Aliyev airport). No TMA with a "Basic AMAN" to extend it en-route.				-
ASP (By:12/2023)				
AZANS	Not of operational interest. 80% of Baku FIR entry points closer than 180miles (from Baku Heydar Aliyev airport). No TMA with a "Basic AMAN" to extend it en-route.	-	%	Not Applicable
				-

ATC17	Electronic Dialogue as Automated Assistance to Controller during Coordination and Transfer		100%	Completed
	<u>Timescales:</u> Initial operational capability: 01/01/2013 Full operational capability: 31/12/2018			
Key Feature: Advanced Air Traffic Services				
-				
New ATM system is capable to exchange some OLDI messages. AZANS is in negotiations with adjacent countries. Testing with Rostov ATC Center (Russia) is finished and OLDI is put into operation on 5 December 2019. For the exchange of flight data the ABI, ACT, REV, PAC, MAC, LAM functions in operation. Implementation with Tbilisi ATC Center (Georgia) is planned for 2020. Teheran ATC Center is not equipped for OLDI, so alternative AIDC function is planning for use in 2020. OLDI Implementations with Aktau ATC Center (Kazakhstan) and Turkmenbashi ATC Center (Turkmenistan) are not discussed yet.				31/12/2019
ASP (By:12/2018)				
AZANS	New ATM system is capable to exchange some OLDI messages. AZANS is in negotiations with adjacent countries. Testing with Rostov ATC Center (Russia) is finished and OLDI is put into operation on 5 December 2019. For the exchange of flight data the ABI, ACT, REV, PAC, MAC, LAM functions in operation. Implementation with Tbilisi ATC Center (Georgia) is planned for 2020. Teheran ATC Center is not equipped for OLDI, so alternative AIDC function is planning for use in 2020. OLDI Implementations with Aktau ATC Center (Kazakhstan) and Turkmenbashi ATC Center (Turkmenistan) are not discussed yet.	OLDI system implementation.	100%	Completed 31/12/2019

COM10	Migrate from AFTN to AMHS <u>Timescales:</u> Initial operational capability: 01/12/2011 Full operational capability: 31/12/2018		100%	Completed
Key Feature: Enabling the Aviation Infrastructure				
-				
Azerbaijan completed the transition to AMHS. System capabilities implemented into the new ACC. However, due to inability of adjacent Rostov FIR system is still working as AFTN.				31/12/2014
ASP (By:12/2018)				
AZANS	Azerbaijan completed the transition to AMHS. System capabilities implemented into the new ACC. However, due to inability of adjacent Rostov FIR system is still working as AFTN.	-	100%	Completed
				31/12/2014

COM11.1	Voice over Internet Protocol (VoIP) in En-Route <u>Timescales:</u> Initial operational capability: 01/01/2013 Full operational capability: 31/12/2021		25%	Ongoing
Key Feature: Enabling the Aviation Infrastructure				
-				
Current VCS system does not support VoIP protocol. VoIP is going to be adopted once an upgrade of the current system. VoIP is operational among CWP (between CWP and VCS rack equipment) at Baku ACC.				31/12/2020
ASP (By:12/2021)				
AZANS	Current VCS system does not support VoIP protocol. VoIP is going to be adopted once an upgrade of the current system. VoIP is operational among CWP (between CWP and VCS rack equipment) at Baku ACC.	-	25%	Ongoing
				31/12/2020

COM11.2	Voice over Internet Protocol (VoIP) in Airport/Terminal <u>Timescales:</u> Initial operational capability: 01/01/2013 Full operational capability: 31/12/2023		0%	Not yet planned
Key Feature: Enabling the Aviation Infrastructure				
-				
For the time being, there are no plan for implementation this objective.				-
ASP (By:12/2023)				
AZANS	-	-	0%	Not yet planned
				-

COM12	New Pan-European Network Service (NewPENS)			43%	Ongoing
	(Outside Applicability Area) <u>Timescales:</u> - not applicable -				
Links: B1-SWIM Key Feature: Enabling the Aviation Infrastructure					
Azerbaijan finished connection of its AMHS system to Ankara PENS channel in March 2019. Equipment for connecting the NewPENS is ready. Connection is expected in the first quarter of 2020.					31/12/2024
ASP (By:12/2024)					
AZANS	Azerbaijan finished connection of its AMHS system to Ankara PENS channel in March 2019. Equipment for connecting the NewPENS is ready. Connection is expected in the first quarter of 2020.	-	43%	Ongoing	31/12/2024
APO (By:12/2024)					
BAKU - Heydar Aliyev International Airport	-	-	%	Not yet planned	-

ENV01	Continuous Descent Operations (CDO)			100%	Completed
	<u>Timescales:</u> Initial operational capability: 01/07/2007 Full operational capability: 31/12/2023				
Links: B0-CDO, B1-CDO Key Feature: Advanced Air Traffic Services					
UBBB - Baku - Heydar Aliyev International Airport					
Procedures developed to decrease CO2 emissions at Baku Airport and published. Objective is completed.					31/03/2015
ASP (By:12/2023)					
AZANS	Procedures developed to decrease CO2 emissions at Baku Airport and published. Objective is completed.	-	100%	Completed	31/03/2015
APO (By:12/2023)					
BAKU - Heydar Aliyev International Airport	Procedures developed to decrease CO2 emissions at Baku Airport and published. Objective is completed.	-	100%	Completed	31/03/2015

FCM03	Collaborative Flight Planning			100%	Completed
	<u>Timescales:</u> Initial operational capability: 01/01/2000 Full operational capability: 31/12/2017				
Links: B0-NOPS Key Feature: Optimised ATM Network Services					
Since early January 2016, associations with IFPS is completed and operational. AIC distributed. All messages exchanged through the system to the extent necessary for AZ being a non EUROCONTROL State.					31/12/2017
ASP (By:12/2017)					
AZANS	Since early January 2016, associations with IFPS is completed and operational. AIC distributed. All messages exchanged through the system.	-	100%	Completed	31/12/2017

FCM04.2	Short Term ATFCM Measures (STAM) - Phase 2 <u>Timescales:</u> Full operational capability: 31/12/2021		%	Not Applicable
Key Feature: Optimised ATM Network Services				
-				
The capacity exceeds the air traffic demand so the objective not yet planned. The objective will be reviewed in the future when circumstances change.				-
ASP (By:12/2021)				
AZANS	The capacity exceeds the air traffic demand so the objective not yet planned. The objective will be reviewed in the future when circumstances change.	-	%	Not Applicable
				-

FCM05	Interactive Rolling NOP <u>Timescales:</u> Initial operational capability: 01/09/2013 Full operational capability: 31/12/2021		%	Not yet planned
Links: B1-ACDM, B1-NOPS Key Feature: Optimised ATM Network Services				
-				
The Objective is being reviewed in relation to the new ATFCM center in Baku. No decision has been made yet.				-
ASP (By:12/2021)				
AZANS	-	Implementa tion of Airspace Efficiency, Strategy and Developmen t Center (ASEC)	%	Not yet planned
				-
APO (By:12/2021)				
BAKU - Heydar Aliyev Internationa l Airport	-	-	%	Not yet planned
				-

FCM06	Traffic Complexity Assessment <u>Timescales:</u> Full operational capability: 31/12/2021		0%	Not yet planned
Links: B1-NOPS Key Feature: Optimised ATM Network Services				
-				
The objective is being considered for implementation in new flow and capacity management center in Baku.				-
ASP (By:12/2021)				
AZANS	The objective is being considered for implementation in new flow and capacity management center in Baku.	Implementa tion of Airspace Efficiency, Strategy and Developmen t Center (ASEC)	0%	Not yet planned
				-

FCM08	Extended Flight Plan <u>Timescales:</u> Initial operational capability: 01/01/2016 Full operational capability: 31/12/2021			0%	Not yet planned
Links: B1-FICE Key Feature: Enabling the Aviation Infrastructure					
-					
The objective will be implemented in new flow and capacity management center in Baku.					-
ASP (By:12/2021)					
AZANS	The objective will be implemented in new flow and capacity management center in Baku.	Implementation of Airspace Efficiency, Strategy and Development Center (ASEC)	0%	Not yet planned	
					-

INF07	Electronic Terrain and Obstacle Data (eTOD) <u>Timescales:</u> Initial operational capability: 01/11/2014 Full operational capability: 31/05/2018			48%	Late
Key Feature: Enabling the Aviation Infrastructure					
-					
Implementation of e-TOD was approved by State Civil Aviation Agency. Implementation is considered as part of implementation of ADQ requirements.					31/12/2020
REG (By:05/2018)					
State Civil Aviation Agency	Implementation of e-TOD was approved by State Civil Aviation Agency. Implementation is considered as part of implementation of ADQ requirements.	-	55%	Late	
					31/12/2020
ASP (By:05/2018)					
AZANS	Implementation of e-TOD was approved by State Civil Aviation Agency. Implementation is considered as part of implementation of ADQ requirements.	Implementation of complete AIS to AIM system	40%	Late	
					31/12/2020
APO (By:05/2018)					
BAKU - Heydar Aliyev International Airport	Implementation of e-TOD was approved by State Civil Aviation Administration. Implementation is considered as part of implementation of ADQ requirements.	-	40%	Late	
					31/12/2020

INF08.1	Information Exchanges using the SWIM Yellow TI Profile			%	Not Applicable
	<u>Timescales:</u> - not applicable -				
Links: B1-DATM, B1-SWIM Key Feature: Enabling the Aviation Infrastructure					
-					
Azerbaijan is not in the applicability area of the PCP regulation.					-
ASP (By:12/2024)					
AZANS	-	-	-	%	Not Applicable
					-
Gabala Airport	-	-	-	%	Not Applicable
					-
MIL (By:12/2024)					
Mil. Authority	-	-	-	%	Not Applicable
					-
APO (By:12/2024)					
Ganja Airport	-	-	-	%	Not Applicable
					-

ITY-ACID	Aircraft Identification			100%	Completed
	<u>Timescales:</u> Entry into force of the Regulation: 13/12/2011 System capability: 02/01/2020				
Key Feature: Enabling the Aviation Infrastructure					
-					
Azerbaijan ATM system support Mode S. Capability is implemented, but no airspace is declared Mode S to NM, as it would have a detrimental effect at network level, as it would reduce the number of flights eligible.					31/12/2014
ASP (By:01/2020)					
AZANS	Azerbaijan ATM system support this functionality.	The second phase of installation of ADS-B and WAM system		100%	Completed
					31/12/2014

ITY-ADQ	Ensure Quality of Aeronautical Data and Aeronautical Information			92%	Ongoing
	(Outside Applicability Area) <u>Timescales:</u> - not applicable -				
Links: B0-DATM Key Feature: Enabling the Aviation Infrastructure					
-					
Although not applicable to AZ, there are plans and activities towards the implementation of ADQ in AZ. AZANS AIS is ISO 9001/2015 Certified by DQS. Gap analyses for ITY-ADQ requirements implementation is done. Roadmap for implementation is established.					31/12/2020
REG (By:06/2017)					
State Civil Aviation Agency	AZANS AIS is ISO 9001/2015 Certified by DQS. Gap analyses for ITY-ADQ requirements implementation is done.	-	100%	Completed	31/12/2015
ASP (By:06/2017)					
AZANS	Although not applicable to AZ, there are plans and activities towards the implementation of ADQ in AZ. AZANS AIS is ISO 9001/2015 Certified by DQS. Gap analyses for ITY-ADQ requirements implementation is done. Roadmap for implementation is established.	Implementation of complete AIS to AIM system / Installation of METEO radars	88%	Ongoing	31/12/2020
APO (By:06/2017)					
BAKU - Heydar Aliyev International Airport	Airport AIS handled by AZANS.	-	%	Not Applicable	-

ITY-AGDL	Initial ATC Air-Ground Data Link Services			13%	Late
	<u>Timescales:</u> ATS unit operational capability: 05/02/2018 Aircraft capability: 05/02/2020				
Links: B0-TBO Key Feature: Enabling the Aviation Infrastructure					
-					
New ACC centre in Baku includes CPDLC functionality. Connection to SITA to be performed in the future.					31/12/2020
REG (By:02/2018)					
State Civil Aviation Agency	New ACC centre in Baku includes CPDLC functionality. Connection to SITA to be performed in the future.	-	0%	Late	31/12/2020
ASP (By:02/2018)					
AZANS	New ACC centre in Baku includes CPDLC functionality. Connection to SITA to be performed in the future.	-	19%	Late	31/12/2020
MIL (By:01/2019)					
Mil. Authority	-	-	%	Not Applicable	-

ITY-AGVCS2	8,33 kHz Air-Ground Voice Channel Spacing below FL195 (Outside Applicability Area) <u>Timescales:</u> - not applicable -		%	Not Applicable
Key Feature: Enabling the Aviation Infrastructure				
-				
Azerbaijan is outside the applicability area of this objective.				-
REG (By:12/2018)				
State Civil Aviation Agency	Azerbaijan is outside the applicability area of this objective.	-	%	Not Applicable
				-
ASP (By:12/2018)				
AZANS	Azerbaijan is outside the applicability area of this objective.	-	%	Not Applicable
				-
MIL (By:12/2020)				
Mil. Authority	-	-	%	Not Applicable
				-
APO (By:12/2018)				
BAKU - Heydar Aliyev International Airport	Azerbaijan is outside the applicability area of this objective.	-	%	Not Applicable
				-

ITY-FMTP	Common Flight Message Transfer Protocol (FMTP) <u>Timescales:</u> Entry into force of regulation: 28/06/2007 All EATMN systems put into service after 01/01/09: 01/01/2009 All EATMN systems in operation by 20/04/11: 20/04/2011 Transitional arrangements: 31/12/2012 Transitional arrangements when bilaterally agreed between ANSPs: 31/12/2014		100%	Completed
Links: B0-FICE, B1-FICE Key Feature: Enabling the Aviation Infrastructure				
-				
Functionality completed. FMTP is based on the TCP/IP protocol, IPv4.				31/12/2015
ASP (By:12/2014)				
AZANS	Functionality completed. FMTP is based on the TCP/IP protocol, IPv4.	-	100%	Completed
				31/12/2015
MIL (By:12/2014)				
Mil. Authority	Mil systems are not interconnected with Civil ATC. One position of Baku ATC system is dedicated for Mil sector at Baku ACC.	-	%	Not Applicable
				-

ITY-SPI	Surveillance Performance and Interoperability			100%	Completed
	<u>Timescales:</u> Entry into force of regulation: 13/12/2011 ATS unit operational capability: 12/12/2013 EHS and ADS-B Out in transport-type State aircraft : 07/06/2020 ELS in transport-type State aircraft : 07/06/2020 Ensure training of MIL personnel: 07/06/2020 Retrofit aircraft capability: 07/06/2020				
Links: BO-ASUR Key Feature: Enabling the Aviation Infrastructure					
ATC systems is procured from EUROPEAN famous suppliers and correspond to EUROCAE requirements. Airborne equipment or modification is subject to EASA certification. Surveillance data exchanged in ASTERIX format. All actions completed. AZ is not in the applicability area - voluntary implementation.					31/12/2015
REG (By:02/2015)					
State Civil Aviation Agency	ATC systems is procured from EUROPEAN famous suppliers and correspond to EUROCAE. Airborne equipment or modification is subject to EASA certification. REG action completed.	-	100%	Completed	31/12/2015
ASP (By:02/2015)					
AZANS	ATC systems is procured from EUROPEAN famous suppliers and correspond to EUROCAE. All data processing is in ICAO standards. UTC time coordination is obtained by GPS time systems. ASTERIX formats used (ASTERIX 62, 19, 20, etc.)	MSSR Radar installation at Yevlakh Airport / The second phase of installation of ADS-B and WAM system	100%	Completed	31/12/2015
MIL (By:06/2020)					
Mil. Authority	-	-	%	Not Applicable	-

NAV03.1	RNAV 1 in TMA Operations <u>Timescales:</u> Initial operational capability: 01/01/2001 Locally determined number of RNAV1 SID/STAR, where established: 06/06/2030	100%	Completed	
Links: B0-CCO, B0-CDO, B1-RSEQ Key Feature: Advanced Air Traffic Services				
-				
RNAV procedures were approved by State Civil Aviation Agency. RNAV arrival and departure procedures are used only in Baku for RNAV approved aircraft. RNAV procedures for other international airports in AZ are ongoing to develop. For now, RNAV1 based procedures implemented in Zaqatala Int. Airport, Yevlakh Domestic. Planned for this year to develop and implement this procedures for Nakhchivan Int. airport after reconstruction of the RWY.			31/12/2019	
REG (By:06/2030)				
State Civil Aviation Agency	RNAV procedures were approved by State Civil Aviation Agency. RNAV arrival and departure procedures are used only in Baku for RNAV approved aircraft. RNAV procedures for other international airports in AZ are ongoing to develop. For now, RNAV1 based procedures implemented in Zaqatala Int. Airport, Yevlakh Domestic. Planned for this year to develop and implement this procedures for Nakhchivan Int. airport after reconstruction of the RWY.	-	100%	Completed
ASP (By:06/2030)				
AZANS	RNAV procedures were approved by State Civil Aviation Agency. RNAV arrival and departure procedures are used only in Baku for RNAV approved aircraft. RNAV procedures for other international airports in AZ are ongoing to develop. For now, RNAV1 based procedures implemented in Zaqatala Int. Airport, Yevlakh Domestic. Planned for this year to develop and implement this procedures for Nakhchivan Int. airport after reconstruction of the RWY.	-	100%	31/12/2019

NAV03.2	RNP 1 in TMA Operations <u>Timescales:</u> Start: 07/08/2018 Locally determined number of RNP1 SID/STAR, where established.: 06/06/2030	%	Not Applicable	
Links: B1-RSEQ Key Feature: Advanced Air Traffic Services				
-				
No operational need for implementing RNP 1 in any Azerbaijan Terminal areas.			-	
REG (By:06/2030)				
State Civil Aviation Agency	No operational need for implementing RNP 1 in any Azerbaijan Terminal areas.	-	%	Not Applicable
ASP (By:06/2030)				
AZANS	No operational need for implementing RNP 1 in any Azerbaijan Terminal areas.	-	%	Not Applicable

NAV10	RNP Approach Procedures to instrument RWY		81%	Ongoing
	<u>Timescales:</u> Initial operational capability: 01/06/2011 Instrument RWY ends served by precision approach (including PCP airports): 25/01/2024 Instrument RWY ends without precision approach at other ECAC+ instrument RWYs.: 25/01/2024			
Links: B0-APTA Key Feature: Advanced Air Traffic Services				
-				
RNP approach procedure (down to LNAV and LNAV/VNAV minima) implemented for one runway end (RWY16) at Baku Airport. Procedures for all runway ends are pending due to installation and adaptation of the new AIM system (as it includes Procedure design tool). RNP approach procedure (down to LNAV and LNAV/VNAV minima) implemented in Zaqatala international and Yevlakh local airports.				25/01/2024
REG (By:01/2024)				
State Civil Aviation Agency	RNP approach procedure (down to LNAV and LNAV/VNAV minima) implemented for one runway end (RWY16) at Baku Airport. Procedures for all runway ends are pending due to installation and adaptation of the new AIM system (as it includes Procedure design tool). RNP approach procedure (down to LNAV and LNAV/VNAV minima) implemented in Zaqatala international and Yevlakh local airports.	-	100%	Completed 31/12/2019
ASP (By:01/2024)				
AZANS	RNP approach procedure (down to LNAV and LNAV/VNAV minima) implemented for one runway end (RWY16) at Baku Airport. Procedures for all runway ends are pending due to installation and adaptation of the new AIM system (as it includes Procedure design tool). RNP approach procedure (down to LNAV and LNAV/VNAV minima) implemented in Zaqatala international and Yevlakh local airports.	-	77%	Ongoing 25/01/2024

NAV12	ATS IFR Routes for Rotorcraft Operations		12%	Ongoing
	<u>Timescales:</u> IFR ATS route above/below FL150, SID and STAR for Rotorcraft Operations, where established: 06/06/2030			
Links: B1-APTA Key Feature: Advanced Air Traffic Services				
-				
Low-Level IFR Routes in TMA are developed and will be published in the local AIP				06/06/2030
REG (By:06/2030)				
State Civil Aviation Agency	Low-Level IFR Routes in TMA are developed and will be published in the local AIP	-	10%	Ongoing 06/06/2030
ASP (By:06/2030)				
AZANS	Low-Level IFR Routes in TMA are developed and will be published in the local AIP	-	13%	Ongoing 06/06/2030

SAF11	Improve Runway Safety by Preventing Runway Excursions <u>Timescales:</u> Initial operational capability: 01/09/2013 Full operational capability: 31/01/2018	100%	Completed
Key Feature: High Performing Airport Operations			
Azerbaijan has implemented technical measures to prevent runway excursions. The aerodrome service unit is responsible for runway safety issues. The activities of this unit are closely coordinated with other services. A Special team is organised for runway incursion and all objectives have been met.			31/12/2015
REG (By:01/2018)			
State Civil Aviation Agency	Azerbaijan has implemented technical measures to prevent runway excursions. The aerodrome service unit is responsible for runway safety issues. The activities of this unit are closely coordinated with other services. A Special team is organised for runway incursion and all objectives have been met.	-	100% Completed 31/12/2015
ASP (By:12/2014)			
AZANS	Azerbaijan has implemented technical measures to prevent runway excursions. The aerodrome service unit is responsible for runway safety issues. The activities of this unit are closely coordinated with other services. A Special team is organised for runway incursion and all objectives have been met.	-	100% Completed 31/12/2015
APO (By:12/2014)			
BAKU - Heydar Aliyev International Airport	Azerbaijan has implemented technical measures to prevent runway excursions. The aerodrome service unit is responsible for runway safety issues. The activities of this unit are closely coordinated with other services. A Special team is organised for runway incursion and all objectives have been met.	-	100% Completed 31/12/2015

Additional Objectives for ICAO ASBU Monitoring

AOM21.1	Direct Routing <u>Timescales:</u> Initial Operational Capability: 01/01/2015 Full Operational Capability: 31/12/2017		10%	Late
Links: B0-FRTO, B1-FRTO Key Feature: Advanced Air Traffic Services				
-				
Azerbaijan is in the process of implementation of this objective. One direct route is already defined for testing. This is not reflected in ERNIP, it is AZANS project solely. The draft of the new "Rules of flight for Azerbaijan state aviation" in the stage of discussion and analysis of the impact on the flexibility of the airspace using. Expected that the "Inter-Agency Coordination Group of airspace using and ATM" (created in 2018) will assist in goals achieving.				31/12/2020
ASP (By:12/2017)				
AZANS	Azerbaijan is in the process of implementation of this objective. One direct route is already defined for testing. This is not reflected in ERNIP, it is AZANS project solely. The draft of the new "Rules of flight for Azerbaijan state aviation" in the stage of discussion and analysis of the impact on the flexibility of the airspace using. Expected that the "Inter-Agency Coordination Group of airspace using and ATM" (created in 2018) will assist in goals achieving.	-	10%	Late 31/12/2020

ATC02.2	Implement ground based safety nets - Short Term Conflict Alert (STCA) - level 2 for en-route operations <u>Timescales:</u> Initial operational capability: 01/01/2008 Full operational capability: 31/01/2013		100%	Completed
Links: B0-SNET Key Feature: Advanced Air Traffic Services				
-				
STCA functions exist and are optimised to the local environment. Existing system has STCA functions. Review of new EUROCONTROL specifications was done during 2010. NEW ATC Centre and ATC Tower has been built and new Modern ATC equipment were installed. Specification has done according to the later EUROCONTROL Requirements. Nowadays New system is working. ATS personnel use new SIDs and STARS.				30/11/2014
ASP (By:01/2013)				
AZANS	STCA functions exist and are optimised to the local environment. Existing system has STCA functions. Review of new EUROCONTROL specifications was done during 2010. NEW ATC Centre and ATC Tower has been built and new Modern ATC equipment were installed. Specification has done according to the later EUROCONTROL Requirements. Nowadays New system is working. ATS personnel use new SIDs and STARS	-	100%	Completed 30/11/2014

ATC16	Implement ACAS II compliant with TCAS II change 7.1 <u>Timescales:</u> Initial operational capability: 01/03/2012 Full operational capability: 31/12/2015		100%	Completed
Links: B0-ACAS Key Feature: Advanced Air Traffic Services				
-				
All aircraft, in accordance with the plan were equipped with TCAS Version 7.1. AZANS system is capable of ACAS II performance monitoring.				31/12/2015
REG (By:12/2015)				
State Civil Aviation Agency	All aircraft, in accordance with the plan were equipped with TCAS Version 7.1	-	100%	Completed 31/12/2015
ASP (By:03/2012)				
AZANS	AZANS system is capable to perform ACAS II performance monitoring. Acquisition information about TCAS II version 7.1 and develop training plan to train ATCO in ACAS II (TCAS II version 7.1) has been completed.	-	100%	Completed 31/12/2015
MIL (By:12/2015)				
Mil. Authority	MIL has no ATS role.	-	%	Not Applicable -

FCM01	Implement enhanced tactical flow management services <u>Timescales:</u> Initial operational capability: 01/08/2001 Full operational capability: 31/12/2006		0%	Not yet planned
Links: B0-NOPS Key Feature: Optimised ATM Network Services				
-				
New airspace efficiency and strategy center was commissioned in 2018. Bilateral agreement with EUROCONTROL addressing ATFCM issues signed in 2015. The capacity of ACC sectors exceeds the air traffic demand so the objective not yet planned. The objective will be reviewed in the future when circumstances change.				-
ASP (By:07/2014)				
AZANS	New airspace efficiency and strategy center was commissioned in 2018. Bilateral agreement with EUROCONTROL addressing ATFCM issues signed in 2015. The capacity of ACC sectors exceeds the air traffic demand so the objective not yet planned. The objective will be reviewed in the future when circumstances change.	-	0%	Not yet planned -

ITY-COTR	Implementation of ground-ground automated co-ordination processes (Outside Applicability Area) <u>Timescales:</u> - not applicable -	100%	Completed	
Links: B0-FICE Key Feature: Advanced Air Traffic Services				
-				
The Implementation of OLDI system with adjacent Rostov center (Russia) is completed on 5/12/2019. Implementation with Tbilisi center (Georgia) is expected in 2020.			31/12/2019	
ASP (By:12/2012)				
AZANS	The Implementation of OLDI system with adjacent Rostov center (Russia) is completed on 5/12/2019. Implementation with Tbilisi center (Georgia) is expected in 2020.	-	100%	Completed 31/12/2019
MIL (By:12/2012)				
Mil. Authority	The Implementation of OLDI system with adjacent Rostov center (Russia) is completed on 5/12/2019. Implementation with Tbilisi center (Georgia) is expected in 2020.	-	%	Not Applicable -

Local Objectives

Note: Local Objectives are addressing solutions that are considered beneficial for specific operating environments, therefore for which a clear widespread commitment has not been expressed yet. They are characterised with no deadline and voluntary applicability area.

AOP14	Remote Tower Services <i>Applicability and timescale: Local</i>	50%	Ongoing
Links: B1-RATS Key Feature: High Performing Airport Operations			
UBBB - Baku - Heydar Aliyev International Airport			
The remote tower of Gabala int. airport (in 2020) and Chilov heliport (in 2020-2021) are expected implement in Baku int. airport for contingency purposes. Gabala on-site works are completed.			31/12/2020
AOP15	Enhanced traffic situational awareness and airport safety nets for the vehicle drivers <i>Applicability and timescale: Local</i>	%	Not yet planned
Links: B2-SURF Key Feature: High Performing Airport Operations			
UBBB - Baku - Heydar Aliyev International Airport			
A-SMGCS Level 2 is implemented and operational at Baku Airport. For the time being, there are no plan for implementation this objective.			-
AOP16	Guidance assistance through airfield ground lighting <i>Applicability and timescale: Local</i>	%	Not Applicable
Links: B1-RSEQ, B2-SURF Key Feature: High Performing Airport Operations			
UBBB - Baku - Heydar Aliyev International Airport			
For the time being, there are no plan for implementation this objective.			-
AOP17	Provision/integration of departure planning information to NMOC <i>Applicability and timescale: Local</i>	%	Not Applicable
Links: B1-ACDM, B1-NOPS Key Feature: High Performing Airport Operations			
UBBB - Baku - Heydar Aliyev International Airport			
For the time being, there are no plan for implementation this objective.			-
AOP18	Runway Status Lights (RWSL) <i>Applicability and timescale: Local</i>	%	Not Applicable
Links: B2-SURF Key Feature: High Performing Airport Operations			
UBBB - Baku - Heydar Aliyev International Airport			
For the time being there are no plan for implementation this objective.			-
ATC18	Multi-Sector Planning En-route - 1P2T <i>Applicability and timescale: Local</i>	%	Not yet planned
Key Feature: Advanced Air Traffic Services			
-			
For the time being, there are no plan for implementation this objective.			-
ATC19	Enhanced AMAN-DMAN integration <i>Applicability and timescale: Local</i>	%	Not Applicable
Links: B2-RSEQ Key Feature: Advanced Air Traffic Services			
-			
For the time being, there are no plan for implementation this objective.			-

ATC20	Enhanced STCA with down-linked parameters via Mode S EHS <i>Applicability and timescale: Local</i>	%	Not Applicable
Links: B1-SNET Key Feature: Advanced Air Traffic Services			
-			
For the time being, there are no plan for implementation this objective.			-
ENV02	Airport Collaborative Environmental Management <i>Applicability and timescale: Local</i>	%	Not yet planned
Key Feature: High Performing Airport Operations			
UBBB - Baku - Heydar Aliyev International Airport			
Implementation in progress at Baku - Heydar Aliyev International Airport.			31/12/2020
ENV03	Continuous Climb Operations (CCO) <i>Applicability and timescale: Local</i>	100%	Completed
Links: B0-CCO Key Feature: Advanced Air Traffic Services			
UBBB - Baku - Heydar Aliyev International Airport			
SIDs PBN has been developed and implemented in the practical at the airport Heydar Aliyev. RNAV arrival and departure procedures are used for P-RNAV approved aircraft and for all RWY. Training programs are being developed and will be implemented after approved by State Civil Aviation Agency.			31/12/2019

6. Annexes

A. Specialists involved in the ATM implementation reporting for Azerbaijan

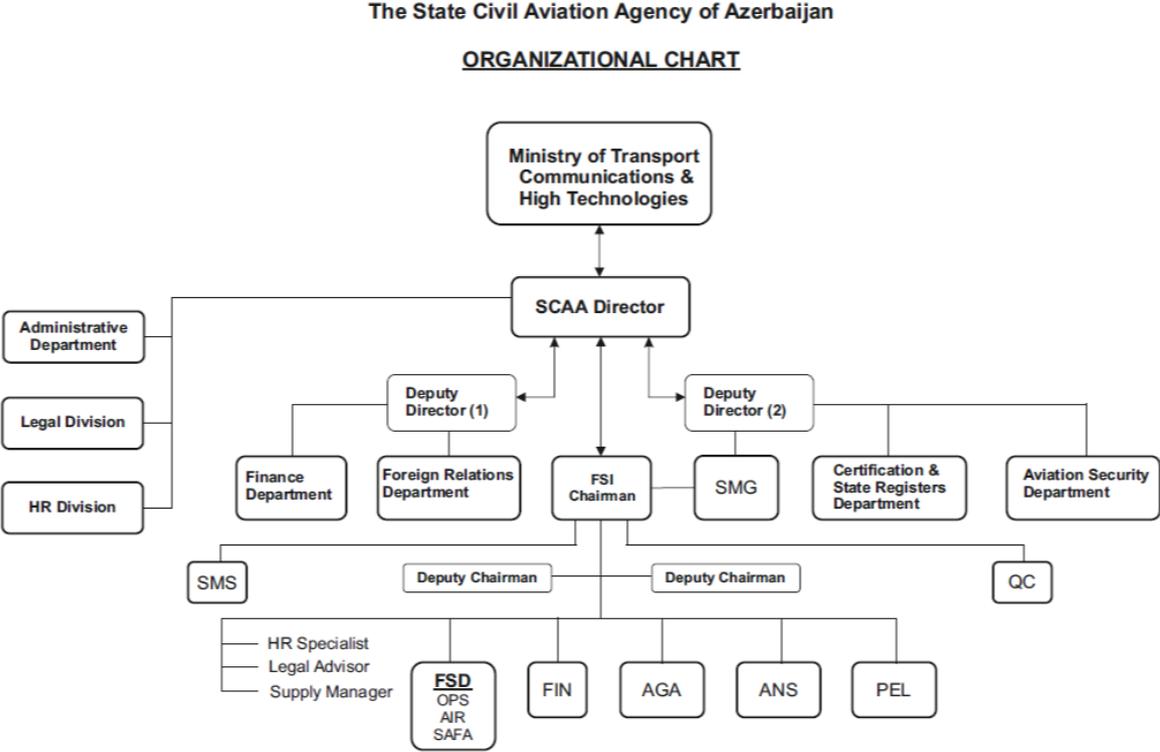
LSSIP Co-ordination

LSSIP Focal Points	Organisation	Name
LSSIP National Focal Point	AZANS	Valeriy KHAVANOV
LSSIP Focal Point for NSA/CAA		
LSSIP Focal Point for ANSP	AZANS	Agabek BALABEKOV
LSSIP Focal Point for ANSP		
LSSIP Focal Point for Airport		
LSSIP Focal Point for Military		

Other Focal Points	Organisation	Name
Focal Point for NETSYS		

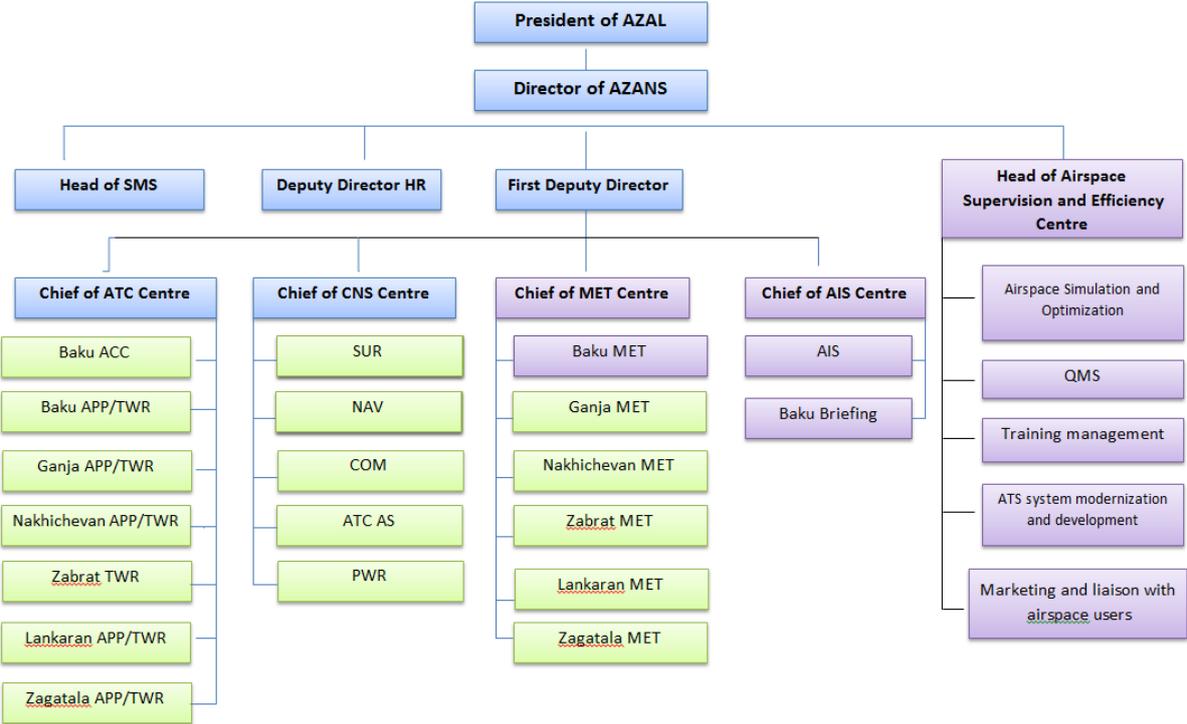
B. National stakeholders organisation charts

CAA Organisation Chart



FSI-Flight Safety Inspectorate

AZANS Organisation Chart



C. Implementation Objectives' links with SESAR KF, ASBU blocks and more

The table below (extracted from the MPL3 Progress Plan 2019) shows for each implementation objective, the links with the SESAR Key Features, Major ATM Changes, SESAR 1 Solutions, Deployment Program families, ICAO ASBU, EASA EPAS and AAS TP milestones.

Level 3 Implementation Objectives	SESAR Key Feature	Major ATM change	SESAR Solution	DP family	ICAO ASBU B0, B1, B2	EPAS	AAS TP
AOM13.1 - Harmonise OAT and GAT handling		FRA & A-FUA	-	-	-	-	-
AOM19.1 - ASM tools to support A-FUA		FRA & A-FUA	#31	3.1.1	B1-FRTO B1-NOPS	-	AM-1.8
AOM19.2 - ASM management of real-time airspace data		FRA & A-FUA	#31	3.1.2	B1-FRTO B1-NOPS	-	AM-1.8
AOM19.3 - Full rolling ASM/ATFCM process and ASM information sharing		FRA & A-FUA	#31	3.1.3	B1-FRTO B1-NOPS B2-NOPS	-	AM-1.8
AOM19.4 – Management of Pre-defined Airspace Configurations		FRA & A-FUA	#31	3.1.4	B1-FRTO B1-NOPS	-	-
FCM03 - Collaborative flight planning		ATFCM	-	4.2.3	B0-NOPS	-	AM-1.14
*FCM04.1 – STAM phase 1		ATFCM	-	4.1.1	-	-	-
FCM04.2 - STAM phase 2		ATFCM	#17	4.1.2	-	-	AM-1.11
FCM05 - Interactive rolling NOP		NOP	#20, #21	4.2.2 4.2.4	B1-ACDM B1-NOPS	-	AM-1.12
FCM06 - Traffic Complexity Assessment		ATFCM	#19	4.4.2	B1-NOPS	-	AM-1.13
FCM07 - Calculated Take-off Time (CTOT) to Target Times for ATFCM Purposes		ATFCM	#18	4.3.1 4.3.2	B1-NOPS	-	AM-1.9
FCM09 - Enhanced ATFM Slot swapping		ATFCM	#56	-	B1-NOPS	-	-

Level 3 Implementation Objectives	SESAR Key Feature	Major ATM change	SESAR Solution	DP family	ICAO ASBU B0, B1, B2	EPAS	AAS TP
*AOM21.1 - Direct Routing		Free Route	#32	3.2.1 3.2.3	B0-FRTO B1-FRTO	-	-
AOM21.2 - Free Route Airspace		Free route	#33, #66	3.2.1 3.2.4	B1-FRTO	-	AM-1.6 AM-1.10 AM-5.1
ATC02.8 - Ground based safety nets		ATM Systems	-	3.2.1	B0-SNET B1-SNET	-	-
ATC02.9 – Enhanced STCA for TMAs		ATM Systems	#60	-	B0-SNET B1-SNET	MST.030	-
ATC07.1 - Arrival management tools		Enhanced Arrival Seq	-	1.1.1	B0-RSEQ	-	-
ATC12.1 - MONA, TCT and MTC		ATM Systems	#27, #104	3.2.1	B1-FRTO	-	AM-1.15 AM-5.1
ATC15.1 – Initial extension of AMAN to En-route		Enhanced Arrival Seq	-	1.1.2	B1-RSEQ	-	-
ATC15.2 - Extension of AMAN to En-route		Enhanced Arrival Seq	#05	1.1.2	B1-RSEQ	-	AM-1.3
ATC17 - Electronic Dialog supporting COTR		Free Route	-	3.2.1	-	-	AM-1.3
ATC18 – Multi Sector Planning En-route – 1P2T		Free Route	#63	-	-	-	AM-4.3 AM-5.1
ATC19 - Enhanced AMAN-DMAN integration		Enhanced Arrival Seq	#54	-	B2-RSEQ	-	-
ATC20- Enhanced STCA with down-linked parameters via Mode S EHS		ATM Systems	#69	-	B1-SNET	-	-
ENV01 – Continuous Descent Operations		PBN	-	-	B0-CDO B1-CDO	-	-
ENV03 – Continuous Climb Operations		PBN	-	-	B0-CCO	-	-
NAV03.1 – RNAV1 in TMA Operations		PBN	#62	-	B0-CDO B0-CCO B1-RSEQ	RMT.0639 RMT.0445	-

Level 3 Implementation Objectives	SESAR Key Feature	Major ATM change	SESAR Solution	DP family	ICAO ASBU B0, B1, B2	EPAS	AAS TP
NAV03.2 – RNP1 in TMA Operations		PBN	#09, #51	1.2.3 1.2.4	B1-RSEQ	RMT.0639 RMT.0445	-
NAV10 - RNP Approach Procedures to instrument RWY		PBN	#103	1.2.1 1.2.2	B0-APTA	RMT.0639 RMT.0445 RMT.0643	-
NAV12 – ATS IFR Routes for Rotorcraft Operations		PBN	#113	-	B1-APTA	MST.031	-
AOP04.1 - A-SMGCS Surveillance (former Level 1)		Surface mgt	#70	2.2.1	B0-SURF	-	-
AOP04.2 - A-SMGCS RMCA (former Level 2)		Surface mgt	-	2.2.1	B0-SURF	-	-
AOP05 - Airport CDM		Collaborative Apt	#106	2.1.1 2.1.3	B0-ACDM B0-RSEQ	-	-
AOP10 - Time Based Separation		Enhanced ops in vicinity of rwy	#64	2.3.1	B1-RSEQ B2-WAKE	-	-
AOP11 - Initial Airport Operations Plan		Collaborative Apt	#21	2.1.4	B1-ACDM	-	-
AOP12 - Improve RWY and Airfield safety with CATC detection and CMAC		Surface mgt	#02	2.1.2 2.5.1	B2-SURF	-	-
AOP13 – Automated assistance to Controller for Surface Movement planning and routing		Surface mgt	#22 #53	2.4.1	B1-ACDM B1-RSEQ B2-SURF	-	-
AOP14 – Remote Tower Services		Remote Tower	#12, #71, #52, #13	-	B1-RATS	RMT.0624	-
AOP15 - Enhanced traffic situational awareness and airport SNET for the vehicle drivers		Surface mgt	#04	-	B2-SURF	-	-
AOP16 - Guidance assistance through airfield ground lighting		Surface mgt	#47	-	B1-RSEQ B2-DURF	-	-
AOP17 - Provision/integration of departure planning information to NMOC		Collaborative Apt	#61	-	B1-ACDM B1-NOPS	-	-

Level 3 Implementation Objectives	SESAR Key Feature	Major ATM change	SESAR Solution	DP family	ICAO ASBU B0, B1, B2	EPAS	AAS TP
AOP18 - Runway Status Lights (RWSL)		Surface mgt	#01	-	B2-SURF	-	-
ENV02 – Airport Collaborative Environmental Management		Collaborative Apt	-	-	-	-	-
NAV11 - Implement precision approach using GBAS CAT II/III based on GPS L1		Enhanced ops in vicinity of rwy	#55	-	B1-APTA	-	-
SAF11 - Improve runway safety by preventing runway excursions		Surface mgt	-	-	-	MST.007 RMT.0570 RMT.0703	-
COM10 - Migration from AFTN to AMHS		CNS rat.	-	-	-	-	-
COM11.1 - Voice over Internet Protocol (VoIP) in En-Route		CNS rat.	-	3.1.4	-	-	AM-1.3
COM11.2 - Voice over Internet Protocol (VoIP) in Airport/Terminal		CNS rat.	-	-	-	-	-
COM12 - NewPENS		Pre-SWIM & SWIM	-	5.1.2 5.2.1	B1-SWIM	-	-
FCM08 – Extended Flight Plan		Pre-SWIM & SWIM	#37	4.2.3	B1-FICE	-	AM-1.4
INF07 - Electronic Terrain and Obstacle Data (e-TOD)		Pre-SWIM & SWIM	-	1.2.2	-	RMT.0703 RMT.0704 RMT.0722	-
INF08.1 - Information Exchanges using the SWIM Yellow TI Profile		Pre-SWIM & SWIM	#35, #46	5.1.3, 5.1.4, 5.2.1, 5.2.2, 5.2.3, 5.3.1, 5.4.1, 5.5.1, 5.6.1	B1-DATM B1-SWIM	-	AM-1.5

Level 3 Implementation Objectives	SESAR Key Feature	Major ATM change	SESAR Solution	DP family	ICAO ASBU B0, B1, B2	EPAS	AAS TP
INF08.2 - Information Exchanges using the SWIM Blue TI Profile		Pre-SWIM & SWIM	#28, #46	5.1.3, 5.1.4, 5.2.1, 5.2.2, 5.2.3, 5.6.2	B1-DATM B1-SWIM	-	AM-9.1
INF09 - Digital Integrated Briefing		Pre-SWIM & SWIM	#34	-	B1-DATM B1-SWIM	-	-
ITY-ACID - Aircraft identification		CNS rat.	-	-	-	-	-
ITY-ADQ - Ensure quality of aeronautical data and aeronautical information		Pre-SWIM & SWIM	-	1.2.2	B0-DATM	RMT.0722 RMT.0477	-
ITY-AGDL - Initial ATC air-ground data link services		Data link	-	6.1.1 6.1.3 6.1.4	B0-TBO	RMT.0524	AM-1.1
ITY-AGVCS2 – 8.33 kHz Air-Ground Voice Channel Spacing below FL195		CNS rat.	-	-	-	-	-
ITY-FMTP - Apply a common flight message transfer protocol (FMTP)		Pre-SWIM & SWIM	-	-	B0-FICE B1-FICE	-	AM-1.3
ITY-SPI - Surveillance performance and interoperability		CNS rat.	-	-	B0-ASUR	RMT.0679 RMT.0519	-

* AOM21.1 was achieved in 2017 and FCM04.1 was achieved in 2018, therefore they were removed from the Implementation Plan 2018/2019. They are kept in this table for traceability purposes.

Legend:

Objective's link to SESAR Key Feature:			
	Optimised ATM Network Services		High Performing Airport Operations
	Advanced Air Traffic Services		Enabling Aviation Infrastructure

D. Implementation of U-Space Services

In February 2020, the draft document entitled "Rules for the operation of civil unmanned aerial vehicles systems" was developed and submitted to the Cabinet of Ministers of the Republic of Azerbaijan for consideration and approval. Draft rules contain the requirements to registration, certification and technical specifications and determines the procedure for flight permits obtaining and operating conditions. Entering the necessary information into the database is expected after the "Rules for the operation of civil unmanned aerial vehicles systems" approval. Therefore, on the U-space Monitoring Tool for U-1/e-registration/Registration enforcement implemented- service element the current comment, progress "planned" and implemented date 31/12/2020 were reflected. "Missing Data" are reflected in the others indication of progress.

E. SESAR Solutions implemented in a voluntary way³

This annex is considered as not applicable for Azerbaijan.

³ Referred as 'Non-committed' SESAR solutions in the MP L3 Report.

F. Military Organisations Infrastructure

This Annex is not produced in 2019. It will be updated every second year, therefore it will be produced as part of the LSSIP 2020 document.

In case information is sought on military infrastructure, previous LSSIP may be made available upon request to the respective Focal Point and/or Contact Person.

G. Glossary of abbreviations

This Annex mainly shows the abbreviations that are specific to the LSSIP Document for Azerbaijan.

Other general abbreviations are in the Acronyms and Abbreviations document in:

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

Term	Description
ACAS	Airborne Collision Avoidance System
ACC	Area Control Centre
ADS	Automatic Dependent Surveillance
ADS-B	Automatic Dependent Surveillance - Broadcast
AF	ATM Functionality
AIC	Aeronautical Information Circular
AIM	Aeronautical Information Management
AIP	Aeronautical Information Publication
AIS	Aeronautical Information Service
AMAN	Arrival Management
AMN	Airspace Management & Navigation (unit)
ANS	Air Navigation Services
ANSP	Air Navigation Services Provider
AOP	Airport Operators
APP	Approach Control Service
APW	Area Proximity Warning
ARN	ATS Route Network
ARTAS	Advanced Radar Tracker and Server
ASM	Airspace Management
A-SMGCS	Advanced Surface Movement Guidance and Control System
ASP	Air Navigation Service Providers
ATC	Air Traffic Control
ATCO	Air Traffic Control Officer
ATFM	Air Traffic Flow Management
ATM	Air Traffic Management
ATN	Aeronautical Telecommunication Network
ATS	Air Traffic Services
AZAL	Azerbaijan Airlines
AZANS	Azerbaijan Air Navigation Services
CAA	Civil Aviation Authority
CEO	Chief Executive Officer
CFMU	Central Flow Management Unit
CNS	Communication, Navigation and Surveillance
CTA	Control Area
DFL	Division Flight Level

DIS	Directorate Infrastructure, ATC, Systems & support
DMAN	Departure Management
DME	Distance Measuring Equipment
DSA	Directorate Safety, Airspace, Airports & Information services
DTTaS	Irish Department of Transport, Tourism and Sport
EAD	European AIS Data Base
EC	European Commission
ECAC	European Civil Aviation Conference
ETFMS	Enhanced Tactical Flow Management System
ESARR	EUROCONTROL Safety Regulatory Requirements
FAB	Functional Airspace Block
FANS	Future Air Navigation System
FDPS	Flight Data Processing System
FIR	Flight Information Region
FL	Flight Level
FMG	Frequency management group
FMP	Flow Management Position
FPL	Flight Plan
FT	Fast Track
FUA	Flexible Use of Airspace (concept)
GAT	General Air Traffic
GNSS	Global Navigation Satellite System
GPS	Global Positioning System
HUM	Human Resources (domain)
IAA	Irish Aviation Authority
ICAO	International Civil Aviation Organisation
IFPS	Initial Flight plan Processing System
LoA	Letter of Agreement
LSSIP	Local Single Sky Implementation
MET	Meteorology
MIL	Military
MSAW	Minimum Safe Altitude Warning
MSSR	Monopulse Secondary Surveillance Radar
MTCD	Medium Term Conflict Detection
NAV	Navigation
NOTAM	Notice to Airmen
NPA	Non precision approach
NSA	National Supervisory Authority
OAT	Operational Air Traffic
OLDI	On Line Data Interface
PACT	Portable ACC Capacity evaluation Tool
PCP	Pilot Common Project

PDP	Preliminary Deployment Programme
PSR	Primary Surveillance Radar
REG	Regulatory Authority
RNAV	Area Navigation
RTS	Real Time Simulation
S-AF	Sub ATM Functionality
SARPs	Standard Agreements and Recommended Practices
SES	Single European Sky
SLoA	Stakeholder Line of Action
SMGCS	Surface Movement Guidance and Control System
SRD	Safety Regulation Division of the Irish Aviation Authority
SSR	Secondary Surveillance Radar
STATFOR	Specialist Panel on Air Traffic Statistics and Forecast
STCA	Short Term Conflict Alert
TCAS	Traffic alert and Collision Avoidance System
TMA	Terminal Control Area