EUROCONTROL

2019

LSSIP 2019 - AZERBAIJAN
LOCAL SINGLE SKY IMPLEMENTATION

Level 2 - Detailed Implementation Status

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			

CONTENTS

1. Implementation Objective Progress - Details

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

AOM13.1	**Harmonise Operational Air Traffic (OAT) and General Air Traffic (GAT) Handling** ***Timescales:*** Initial operational capability: 01/01/2012 Full operational capability: 31/12/2018	**0%**	**Late**
Links to OI Steps: AOM-0301, AOM-0303 [E] Links to Enablers: AAMS-10a, AIMS-19b			
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 İnter-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		**0%**	**Late**
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 İnter-Agency Coordination Group of airspace using and ATM (created in 2018) will assist in goals achieving.	-		31/12/2020
AOM13.1-REG01	Revise national legislation as required		by:31/12/2018
State Civil Aviation Agency	-	**0%**	**Late**
1	Activity started (e.g. Project kicked-off)	10%	N 31/12/2020
2	National rules and regulations for implementation of new principles, rules and procedures for OAT/GAT handling in accordance with EUROAT drafted	30%	N -
3	National rules and regulations in accordance with EUROAT established and EUROCONTROL informed about the official national implementation date	60%	N 31/12/2020
Comment:	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 İnter-Agency Coordination Group of airspace using and ATM (created in 2018) will assist in goals achieving.		
ASP (By:12/2018)			
AZANS		**0%**	**Late**

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 İnter-Agency Coordination Group of airspace using and ATM (created in 2018) will assist in goals achieving.	-		31/12/2020
AOM13.1-ASP01	Apply common principles, rules and procedures for OAT handling and OAT/GAT interface		by:31/12/2018
AZANS	-	**0%**	**Late**
1	Activity started (e.g. Project kicked-off)	10%	N -
2	Procedures for OAT/GAT interfaces drafted	30%	N -
3	Procedures for OAT/GAT interfaces agreed, tested & validated	35%	N -
4	Procedures for OAT/GAT interfaces implemented, i.e. in operational use	25%	N 31/12/2020
Comment:	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 İnter-Agency Coordination Group of airspace using and ATM (created in 2018) will assist in goals achieving.		
AOM13.1-ASP02	Train staff as necessary		by:31/12/2018
AZANS	-	**0%**	**Late**
1	Activity started (e.g. Project kicked-off)	10%	N -
2	Training for Air Traffic Services (ATS) personnel in provision of ATS to OAT-IFR flights ongoing	40%	N -
3	Training for Air Traffic Services (ATS) personnel in provision of ATS to OAT-IFR flights completed	50%	N 31/12/2020
Comment:	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 İnter-Agency Coordination Group of airspace using and ATM (created in 2018) will assist in goals achieving.		
MIL (By:12/2018)			
Mil. Authority		**0%**	**Late**
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 İnter-Agency Coordination Group of airspace using and ATM (created in 2018) will assist in goals achieving.	-		31/12/2020
AOM13.1-MIL01	Apply common principles, rules and procedures for OAT handling and OAT/GAT interface		by:31/12/2018
Mil. Authority	-	**0%**	**Late**
1	Activity started (e.g. Project kicked-off)	10%	N -
2	Procedures for OAT/GAT interfaces drafted	30%	N -
3	Procedures for OAT/GAT interfaces agreed, tested & validated	35%	N -
4	Procedures for OAT/GAT interfaces implemented, i.e. in operational use	25%	N 31/12/2020

Comment:	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 İnter-Agency Coordination Group of airspace using and ATM (created in 2018) will assist in goals achieving.		
AOM13.1-MIL02	Provide feedback on result of conformance analysis between national rules to EUROAT		by:31/12/2012
Mil. Authority	-	**0%**	**Late**
1	Activity started (e.g. Project kicked-off)	10%	N
			-
2	Conformance analysis of national rules and EUROAT performed	40%	N
			-
3	Point of contact (POC) and distribution list for the dissemination of EUROAT specification established and provided to EUROCONTROL	50%	N
			31/12/2020
Comment:	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 İnter-Agency Coordination Group of airspace using and ATM (created in 2018) will assist in goals achieving.		
AOM13.1-MIL04	Migrate military aeronautical information to EAD		by:31/12/2015
Mil. Authority	-	**0%**	**Late**
1	Activity started (e.g. Project kicked-off)	10%	N
			-
2	Plan for migration of aeronautical information to EAD established and Data Provider Agreement with EUROCONTROL signed by all Military Authorities responsible for AIS Data	40%	N
			-
3	All Military Authorities responsible for AIS Data have implemented EAD and maintain the three sets of AIP Data	50%	N
			31/12/2020
Comment:	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 İnter-Agency Coordination Group of airspace using and ATM (created in 2018) will assist in goals achieving.		

AOM19.1	**ASM Support Tools to Support Advanced FUA (AFUA)** ***Timescales:*** Initial operational capability: 01/01/2011 Full operational capability: 31/12/2018	**0%**	**Late**
Links to DP Families: 3.1.1 - ASM Tool to support AFUA			
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 later stage.			**31/12/2020**
ASP (By:12/2018)			
AZANS		**0%**	**Late**
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 later stage.	-		31/12/2020
AOM19.1-ASP01	Deploy automated ASM support systems		by:31/12/2018
AZANS	**-**	**0%**	**Late**
Comment:	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 later stage.		
1	Activity started (e.g. Project kicked-off)	10%	N -
2	Automated ASM support systems procured	30%	N -
3	Automated ASM support systems installed	35%	N -
4	Automated ASM support system tested, validated and in operational use	25%	N 31/12/2020
Comment:	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 later stage.		
AOM19.1-ASP02	Implement interoperability of local ASM support system with NM system		by:31/12/2018
AZANS	**-**	**0%**	**Late**
Comment:	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 later stage.		
1	Activity started (e.g. Project kicked-off)	10%	N -
2	Local ASM support system has been adapted to make it interoperable with NM system (AIXM 5.1 interface)	65%	N -
3	A Letter of Agreement (LoA) has been concluded with NM	25%	N 31/12/2020
Comment:	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 later stage.		
AOM19.1-ASP03	Improve planning and allocation of airspace booking		by:31/12/2018
AZANS	**-**	**0%**	**Late**
Comment:	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 later stage.		
1	Activity started (e.g. Project kicked-off)	10%	N -
2	A tool allowing the measurement of FUA Indicators (described in detail in Section 7 of the EUROCONTROL ASM Handbook) has been installed (e.g. PRISMIL or a similar tool)	30%	N -
3	FUA Indicators are continuously measured using PRISMIL or a similar tool	35%	N

			-
4	Planning and allocation of reserved/segregated airspace at pre-tactical ASM level 2 is improved as required in the description of this SLoA	25%	N 31/12/2020
Comment:	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 later stage.		

AOM19.2	**ASM Management of Real-Time Airspace Data** ***Timescales:*** Initial operational capability: 01/01/2017 Full operational capability: 31/12/2021	**0%**	**Not yet planned**
Links to OI Steps: AOM-0202-A [E], AOM-0206-A [E] Links to ICAO ASBUs: B1-FRTO, B1-NOPS Links to DP Families: 3.1.2 - ASM management of real time airspace data			
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		**0%**	**Not yet planned**
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.	-		-
AOM19.2-ASP01	Adapt ATM systems for real-time ASM data exchanges		by:31/12/2021
AZANS	-	**0%**	**Not yet planned**
1	Activity started (e.g. Project kicked-off)	10%	N -
2	Upgrade to ATM systems to enable real-time ASM data exchanges with local ASM support systems procured	30%	N -
3	Upgrade to ATM systems to enable real-time ASM data exchanges with local ASM support systems installed	60%	N -
AOM19.2-ASP02	Adapt local ASM support system for real-time ASM data exchanges with NM systems		by:31/12/2021
AZANS	-	**0%**	**Not yet planned**
1	Activity started (e.g. Project kicked-off)	10%	N -
2	Upgrade to local ASM support system for real-time ASM data exchanges with NM procured	30%	N -
3	Upgrade to local ASM support system for real-time ASM data exchanges with NM installed	60%	N -
AOM19.2-ASP03	Implement procedures related to real-time (tactical) ASM level III information exchange		by:31/12/2021
AZANS	-	**0%**	**Not yet planned**
1	Activity started (e.g. Project kicked-off)	10%	N -
2	Procedures related to real-time (tactical) ASM level III information exchange drafted	30%	N -
3	Procedures related to real-time (tactical) ASM level III information exchange agreed, tested & validated	35%	N -
4	Procedures related to real-time (tactical) ASM level III information exchange implemented	25%	N -

AOM19.3	**Full Rolling ASM/ATFCM Process and ASM Information Sharing** ***Timescales:*** Initial operational capability: 01/01/2014 Full operational capability: 31/12/2021	**0%**	**Not yet planned**
Links to OI Steps: AOM-0202, AOM-0202-A [E] Links to ICAO ASBUs: B0-FRTO, B1-FRTO, B1-NOPS, B2-NOPS Links to DP Families: 3.1.3 - Full rolling ASM/ATFCM process and ASM information sharing			
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		**0%**	**Not yet planned**
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.	-		-
AOM19.3-ASP01	Adapt ASM systems to support a full rolling ASM/ATFCM process		by:31/12/2021
AZANS	**-**	**0%**	**Not yet planned**
1	Activity started (e.g. Project kicked-off)	10%	N -
2	Upgrade to ASM systems to support a full rolling ASM/ATFCM process procured	30%	N -
3	Upgrade to ASM systems to support a full rolling ASM/ATFCM process installed	60%	N -
AOM19.3-ASP02	Implement procedures and processes for a full rolling ASM/ATFCM process		by:31/12/2021
AZANS	**-**	**0%**	**Not yet planned**
1	Activity started (e.g. Project kicked-off)	10%	N -
2	Procedures and processes for a full rolling ASM/ATFCM process drafted	30%	N -
3	Procedures and processes for a full rolling ASM/ATFCM process agreed, tested & validated	35%	N -
4	Procedures and processes for a full rolling ASM/ATFCM process (including processes for initial CDM, full management of airspace structure via AUP/UUP, and process supporting sharing of information of airspace configurations via AUP/UUP) implemented	25%	N -

AOM19.4	**Management of Pre-defined Airspace Configurations** ***Timescales:*** Initial operational capability: 01/01/2018 Full operational capability: 31/12/2021	**%**	**Not Applicable**
Links to ICAO ASBUs: B1-FRTO, B1-NOPS Links to DP Families: 3.1.4 - Management of dynamic airspace configurations			
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**
-	-		-
AOM19.4-ASP01	Adapt ATM systems to support the management of ASM solutions and pre-defined airspace configurations.		by:31/12/2021
AZANS	**-**	**%**	**Not Applicable**
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	New/upgraded ATM system supporting management of ASM solutions and pre-defined airspace configurations procured	~~30%~~	NA -
3	New/upgraded ATM system supporting management of ASM solutions and pre-defined airspace configurations installed	~~60%~~	NA -
AOM19.4-ASP02	Implement procedures in support of an improved ASM solution process and pre-defined airspace configurations		by:31/12/2021
AZANS	**-**	**%**	**Not Applicable**
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	Procedures to support ASM solution process and pre-defined airspace configurations drafted	~~30%~~	NA -
3	Procedures to support ASM solution process and pre-defined airspace configurations agreed, tested & validated	~~35%~~	NA -
4	Procedures to support ASM solution process and pre-defined airspace configurations implemented	~~25%~~	NA -
Gabala Airport		**%**	**Not Applicable**
-	-		-
AOM19.4-ASP02	Implement procedures in support of an improved ASM solution process and pre-defined airspace configurations		by:31/12/2021
Gabala Airport	**-**	**%**	**Not Applicable**
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	Procedures to support ASM solution process and pre-defined airspace configurations drafted	~~30%~~	NA -
3	Procedures to support ASM solution process and pre-defined airspace configurations agreed, tested & validated	~~35%~~	NA -
4	Procedures to support ASM solution process and pre-defined airspace configurations implemented	~~25%~~	NA -

AOM21.1	**Direct Routing** ***Timescales:*** Initial Operational Capability: 01/01/2015 Full Operational Capability: 31/12/2017	**10%**	**Late**
Links to DP Families: 3.2.1 - Upgrade of ATM systems (NM, ANSPs, AUs) to support Direct Routings (DCTs) and Free Routing Airspace (FRA), 3.2.3 - Implement Published Direct Routings (DCTs)			
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 "İnter-Agency Coordination Group of airspace using and ATM" (created in 2018) will assist in goals achieving.			**31/12/2020**
ASP (By:12/2017)			
AZANS		**10%**	**Late**
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 "İnter-Agency Coordination Group of airspace using and ATM" (created in 2018) will assist in goals achieving.	-		31/12/2020
AOM21.1-ASP01	Implement procedures and processes in support of the network dimension		by:31/12/2017
AZANS	**Baku ACC**	**10%**	**Late**
Comment:	Azerbaijan is in the process of implementation of this objective. One direct route is already defined for testing.		
1	Activity started (e.g. Project kicked-off)	10%	Y -
2	Direct routing airspace has been identified in coordination with the Network and FAB partners and the RAD has been updated accordingly	30%	N -
3	Local ATFCM procedures in cooperation with the network taking on board the Direct Routing impact agreed, tested and validated	35%	N -
4	Local ATFCM procedures in cooperation with the network taking on board the Direct Routing impact implemented	25%	N 31/12/2020
Comment:	Azerbaijan is in the process of implementation of this objective. One direct route is already defined for testing.		
AOM21.1-ASP02	Implement system improvements		by:31/12/2017
AZANS	**Baku FIR**	**10%**	**Late**
Comment:	Azerbaijan is in the process of implementation of this objective. One direct route is already defined for testing.		
1	Activity started (e.g. Project kicked-off)	10%	Y -
2	System/Function for implementation of Direct Routing procured	30%	N -
3	System/Function for implementation of Direct Routing installed	60%	N 31/12/2020
Comment:	Azerbaijan is in the process of implementation of this objective. One direct route is already defined for testing.		
AOM21.1-ASP03	Implement procedures and processes in support of the local dimension		by:31/12/2017
AZANS	**Baku FIR**	**10%**	**Late**
Comment:	Azerbaijan is in the process of implementation of this objective. One direct route is already defined for testing.		
1	Activity started (e.g. Project kicked-off)	10%	Y -
2	The Direct Routing airspace has been described and published in the AIP, RAD and/or the charts	30%	N -
3	ASM and ATC procedures taking on board the Direct Routing impact agreed, tested & validated	35%	N -

4	ASM and ATC procedures taking on board the Direct Routing implemented	25%	N 31/12/2020
Comment:	Azerbaijan is in the process of implementation of this objective. One direct route is already defined for testing.		
AOM21.1-ASP04	Implement transversal activities (verification at local/regional level, safety case and training)		by:31/12/2017
AZANS	**Baku FIR**	**10%**	**Late**
Comment:	Azerbaijan is in the process of implementation of this objective. One direct route is already defined for testing.		
1	Activity started (e.g. Project kicked-off)	10%	Y -
2	Direct Routing concept validated	30%	N -
3	Safety argument has been developed and delivered to the competent authority	30%	N -
4	ATCO Training conducted	30%	N 31/12/2020
Comment:	Azerbaijan is in the process of implementation of this objective. One direct route is already defined for testing.		

AOM21.2	**Free Route Airspace** **(Outside Applicability Area)** ***Timescales:*** - not applicable -	%	Not Applicable
Links to OI Steps: AOM-0401, AOM-0402, AOM-0501 [E], AOM-0505 [E], CM-0102-A [E] Links to ICAO ASBUs: B0-FRTO, B1-FRTO Links to DP Families: 3.2.1 - Upgrade of ATM systems (NM, ANSPs, AUs) to support Direct Routings (DCTs) and Free Routing Airspace (FRA), 3.2.4 - Implement Free Route Airspace			
At this stage, Azerbaijan is unable to implement this objective due to complexity of the airspace and issue of prohibited flight zone at its territory.			-
ASP (By:12/2021)			
AZANS		%	Not Applicable
At this stage, Azerbaijan is unable to implement this objective due to complexity of the airspace and issue of prohibited flight zone at its territory.	-		-
AOM21.2-ASP01	Implement procedures and processes in support of the network dimension		by:-
AZANS	**Baku FIR**	%	Not Applicable
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	FRA airspace has been identified in coordination with the Network and FAB partners and the RAD has been updated accordingly	~~30%~~	NA -
3	Local ATFCM procedures in cooperation with the network taking on board the FRA impact agreed, tested and validated	~~35%~~	NA -
4	Local ATFCM procedures in cooperation with the network taking on board the FRA impact implemented	~~25%~~	NA -
Comment:	At this stage, Azerbaijan is unable to implement this objective due to the complexity of the airspace and issue of prohibited flight zone at its territory.		
AOM21.2-ASP02	Implement system improvements		by:-
AZANS	**Baku ACC**	%	Not Applicable
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	System/Function for implementation of FRA procured	~~30%~~	NA -
3	System/Function for implementation of FRA installed	~~60%~~	NA -
AOM21.2-ASP03	Implement dynamic sectorisation		by:-
AZANS	**Baku FIR**	%	Not Applicable
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	New/upgraded ATM system supporting support dynamic sectorisation procured	~~30%~~	NA -
3	New/upgraded ATM system supporting support dynamic sectorisation installed	~~35%~~	NA -
4	Procedures implementing dynamic sectorisation are tested, validated and in operational use	~~25%~~	NA -
AOM21.2-ASP04	Implement procedures and processes in support of the local dimension		by:-
AZANS	**Baku ACC**	%	Not Applicable
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	FRA airspace has been described and published in the AIP, RAD and/or the charts	~~30%~~	NA -
3	ASM and ATC procedures taking on board FRA impact agreed, tested & validated	~~35%~~	NA -
4	ASM and ATC procedures taking on board FRA implemented	~~25%~~	NA

			-
AOM21.2-ASP05	Implement transversal activities in support to operational deployment of FRA (validation, safety case and training)		by:-
AZANS	**Baku FIR**	**%**	**Not Applicable**
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA
			-
2	FRA concept validated	~~30%~~	NA
			-
3	Safety argument has been developed and delivered to the competent authority	~~30%~~	NA
			-
4	ATCO Training conducted	~~30%~~	NA
			-

AOP04.1	**Advanced Surface Movement Guidance and Control System A-SMGCS Surveillance (former Level 1)** ***Timescales:*** Initial operational capability: 01/01/2007 Full operational capability: 31/12/2011	**100%**	**Completed**
Links to DP Families: 2.2.1 - A-SMGCS Level 1 and 2			
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		**100%**	**Completed**
Azerbaijan has completed the implementation of this objective and A-SMGCS Level 1 is operational at Baku Airport.	-		31/12/2014
AOP04.1-REG01	Mandate the carriage of required aircraft equipment to enable location and identification of aircraft on the movement area (including military aircraft, as appropriate)		by:31/12/2010
State Civil Aviation Agency	**Baku - Heydar Aliyev International Airport**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y -
2	Airworthiness certification requirements related to A-SMGCS adopted by the Regulator	90%	Y -
AOP04.1-REG02	Mandate the carriage of required vehicle equipment to enable location and identification of vehicles on the manoeuvring area		by:31/12/2010
State Civil Aviation Agency	**Baku - Heydar Aliyev International Airport**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y -
2	Certification requirements related to A-SMGCS vehicle equipage adopted by the Regulator	90%	Y -
AOP04.1-REG03	Publish A-SMGCS Surveillance procedures (including transponder operating procedures) in national aeronautical information publications		by:31/12/2010
State Civil Aviation Agency	**Baku - Heydar Aliyev International Airport**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y -
2	A-SMGCS operational procedures drafted	30%	Y -
3	A-SMGCS operational procedures agreed, harmonized with application of transponder operating procedures, approved and published in national AIP	60%	Y 31/12/2014
ASP (By:12/2011)			
AZANS		**100%**	**Completed**
Azerbaijan has completed the implementation of this objective and A-SMGCS Level 1 is operational at Baku Airport.	-		31/12/2014
AOP04.1-ASP01	Install required surveillance equipment		by:31/12/2010
AZANS	**Baku - Heydar Aliyev International Airport**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y -
2	Required surveillance equipment procured	30%	Y -
3	Required surveillance equipment installed	60%	Y -

AOP04.1-ASP02	Train aerodrome control staff in the use of A-SMGCS Surveillance in the provision of aerodrome control service		by:31/12/2010
AZANS	**Baku - Heydar Aliyev International Airport**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y -
2	Training ongoing	40%	Y -
3	Training completed	50%	Y 31/12/2014
Comment:	Azerbaijan has completed the implementation of this objective and A-SMGCS Level 1 is operational at Baku Airport.		
AOP04.1-ASP03	Implement approved A-SMGCS operational procedures at airports equipped with A-SMGCS		by:31/12/2011
AZANS	**Baku - Heydar Aliyev International Airport**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y -
2	A-SMGCS operational procedures drafted	30%	Y -
3	A-SMGCS operational procedures agreed, tested & validated	35%	Y -
4	A-SMGCS operational procedures implemented, i.e. in operational use	25%	Y 31/12/2014
APO (By:12/2010)			
BAKU - Heydar Aliyev International Airport		**100%**	**Completed**
Azerbaijan has completed the implementation of this objective and A-SMGCS Level 1 is operational at Baku Airport.	-		31/12/2014
AOP04.1-APO01	Install required surveillance equipment		by:31/12/2010
BAKU - Heydar Aliyev International Airport	**Baku - Heydar Aliyev International Airport**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y -
2	Required surveillance equipment procured	30%	Y -
3	Required surveillance equipment installed	60%	Y -
AOP04.1-APO02	Equip Ground Vehicles		by:31/12/2010
BAKU - Heydar Aliyev International Airport	**Baku - Heydar Aliyev International Airport**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y -
2	Ground vehicles equipment procured	30%	Y -
3	Ground vehicles equipment installed, tested & validated	60%	Y -
AOP04.1-APO03	Train ground vehicle drivers		by:31/12/2010
BAKU - Heydar Aliyev International Airport	**Baku - Heydar Aliyev International Airport**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y -

2	Training ongoing	40%	Y
			-
3	Training completed	50%	Y
			31/12/2014
Comment:	Azerbaijan has completed the implementation of this objective and A-SMGCS Level 1 is operational at Baku Airport.		

AOP04.2	**Advanced Surface Movement Guidance and Control System (A-SMGCS) Runway Monitoring and Conflict Alerting (RMCA) (former Level 2)** ***Timescales:*** Initial operational capability: 01/01/2007 Full operational capability: 31/12/2017	**100%**	**Completed**
Links to DP Families: 2.2.1 - A-SMGCS Level 1 and 2			
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		**100%**	**Completed**
Azerbaijan has completed the implementation of this objective.	-		31/12/2015
AOP04.2-ASP01	Install required A-SMGCS RMCA function equipment		by:31/12/2017
AZANS	**Baku - Heydar Aliyev International Airport**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y -
2	Required A-SMGCS Level 2 control function system procured	30%	Y -
3	Required A-SMGCS Level 2 control function system installed	60%	Y -
AOP04.2-ASP02	Train aerodrome control staff in the use of A-SMGCS RMCA in the provision of an aerodrome control service		by:31/12/2017
AZANS	**Baku - Heydar Aliyev International Airport**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y -
2	Training ongoing	40%	Y -
3	Training completed	50%	Y -
AOP04.2-ASP03	Implement approved A-SMGCS RMCA operational procedures		by:31/12/2017
AZANS	**Baku - Heydar Aliyev International Airport**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y -
2	Local A-SMGCS Level 2 operational procedures drafted	30%	Y -
3	Local A-SMGCS Level 2 operational procedures agreed, tested & validated	35%	Y -
4	Local A-SMGCS Level 2 operational procedures implemented, i.e. in operational use	25%	Y 31/12/2015
APO (By:12/2017)			
BAKU - Heydar Aliyev International Airport		**100%**	**Completed**
Azerbaijan has completed the implementation of this objective.	-		31/12/2015
AOP04.2-APO01	Install required A-SMGCS RMCA function equipment		by:31/12/2017
BAKU - Heydar Aliyev International Airport	**Baku - Heydar Aliyev International Airport**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y -
2	Required A-SMGCS Level 2 control function system procured	30%	Y -
3	Required A-SMGCS Level 2 control function system installed	60%	Y 31/12/2015

AOP05	**Airport Collaborative Decision Making (A-CDM)** ***Timescales:*** - not applicable -	%	Not Applicable
Links to OI Steps: AO-0501, AO-0601, AO-0602 [E], AO-0603, TS-0201 [E] Links to ICAO ASBUs: B0-ACDM, B0-RSEQ Links to DP Families: 2.1.1 - Initial DMAN, 2.1.3 - Basic A-CDM			
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		%	**Not Applicable**
Azerbaijan is not within the area of applicability of this multi-national objective.	-		-
AOP05-ASP01	Define and agree performance objectives and KPIs at local level, specific to ANSP in accordance with A-CDM Manual guidelines		by:-
AZANS	**Baku FIR**	%	**Not Applicable**
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	Local A-CDM committee established with all Stakeholders involved	~~10%~~	NA -
3	Performance objectives and KPIs drafted	~~30%~~	NA -
4	Performance objectives and KPIs agreed by all parties	~~50%~~	NA -
AOP05-ASP02	Define and implement local Air Navigation Service (ANS) procedures for information sharing through Letters of Agreement (LoAs) and/or Memorandum of Understanding (MoU) in accordance with A-CDM Manual guidelines		by:-
AZANS	**Baku FIR**	%	**Not Applicable**
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	Information sharing principles/procedures defined and information sharing platform (if applicable) procured	~~30%~~	NA -
3	Information sharing platform (if applicable) installed	~~10%~~	NA -
4	Information sharing procedures agreed, tested & validated	~~25%~~	NA -
5	LoA and/or MoU signed by all partners and procedures implemented	~~25%~~	NA -
AOP05-ASP03	Define and implement local procedures for turnaround processes in accordance with CDM manual guidelines		by:-
AZANS	**Baku - Heydar Aliyev International Airport**	%	**Not Applicable**
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	Procedures for turnaround processes drafted through LoA and/or MoU	~~30%~~	NA -
3	Procedures for turnaround processes agreed, tested & validated	~~35%~~	NA -
4	LoA and/or MoU signed by all partners and procedures for turnaround processes implemented	~~25%~~	NA -
AOP05-ASP04	Continually review and measure airport performance in accordance with Airport CDM Manual guidelines		by:-
AZANS	**Baku - Heydar Aliyev International Airport**	%	**Not Applicable**
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -

2	Procedure & methodology for measuring airport performance agreed & validated	~~30%~~	NA -
3	Procedure & methodology for measuring airport performance implemented	~~35%~~	NA -
4	Airport performance results/benefits published	~~25%~~	NA -
AOP05-ASP05	Define and implement variable taxi-time and predeparture sequencing procedure (i.e. initial DMAN) according to airport CDM Manual guidelines		by:-
AZANS	**Baku - Heydar Aliyev International Airport**	**%**	**Not Applicable**
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	Procedures for variable taxi time and pre-departure sequencing drafted	~~30%~~	NA -
3	Procedures for variable taxi time and pre-departure sequencing agreed, tested & validated	~~35%~~	NA -
4	Procedures for variable taxi time and pre-departure sequencing implemented and published in the AIP	~~25%~~	NA -
AOP05-ASP06	Define and implement procedures for CDM in adverse conditions, including the de-icing according to airport CDM Manual guidelines		by:-
AZANS	**Baku - Heydar Aliyev International Airport**	**%**	**Not Applicable**
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	Procedures for adverse conditions drafted through LoA and/or MoU	~~30%~~	NA -
3	Procedures for adverse conditions agreed, tested & validated	~~35%~~	NA -
4	LoA and/or MoU signed by all partners and procedures for adverse conditions implemented	~~25%~~	NA -
APO (By:12/2016)			
BAKU - Heydar Aliyev International Airport		**%**	**Not Applicable**
Azerbaijan is not within the area of applicability of this multi-national objective.	-		-
AOP05-APO01	Define and agree performance objectives and KPIs at local level specific to airport operations in accordance with A-CDM Manual guidelines		by:-
BAKU - Heydar Aliyev International Airport	**Baku - Heydar Aliyev International Airport**	**%**	**Not Applicable**
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	Local A-CDM committee established with all Stakeholders involved	~~10%~~	NA -
3	Performance objectives and KPIs drafted	~~30%~~	NA -
4	Performance objectives and KPIs agreed by all parties	~~50%~~	NA -
AOP05-APO02	Define and implement local airport operations procedures for information sharing through Letters of Agreement (LoAs) and/or Memorandum of Understanding (MoU) in accordance with A-CDM Manual guidelines		by:-
BAKU - Heydar Aliyev International Airport	**Baku - Heydar Aliyev International Airport**	**%**	**Not Applicable**
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2		~~30%~~	NA

	Information sharing principles/procedures defined and information sharing platform (if applicable) procured		-
3	Information sharing platform (if applicable) installed, tested & validated	~~10%~~	NA -
4	Information sharing procedures agreed, tested & validated	~~25%~~	NA -
5	LoA and/or MoU signed by all partners and procedures implemented	~~25%~~	NA -
AOP05-APO03	Define and implement local procedures for turnaround processes in accordance with CDM manual guidelines (baseline CDM)		by:-
BAKU - Heydar Aliyev International Airport	**Baku - Heydar Aliyev International Airport**	**%**	**Not Applicable**
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	Procedures for turnaround processes drafted through LoA and/or MoU	~~30%~~	NA -
3	Procedures for turnaround processes agreed, tested & validated	~~35%~~	NA -
4	LoA and/or MoU signed by all partners and procedures for turnaround processes implemented	~~25%~~	NA -
AOP05-APO04	Continually review and measure airport performance in accordance with Airport CDM Manual guidelines		by:-
BAKU - Heydar Aliyev International Airport	**Baku - Heydar Aliyev International Airport**	**%**	**Not Applicable**
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	Procedure & methodology for measuring airport performance agreed & validated	~~30%~~	NA -
3	Procedure & methodology for measuring airport performance implemented	~~35%~~	NA -
4	Airport performance results/benefits published	~~25%~~	NA -
AOP05-APO05	Define and implement the exchange of messages, Flight Update Message (FUM) and Departure Planning Information (DPI) between NMOC and the airport in accordance with A-CDM Manual guidelines		by:-
BAKU - Heydar Aliyev International Airport	**Baku - Heydar Aliyev International Airport**	**%**	**Not Applicable**
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	Capability to send/receive DPI/FUM messages available in systems	~~40%~~	NA -
3	Procedures for exchange of messages (DPI/FUM) with NMOC agreed, tested & validated	~~25%~~	NA -
4	Procedures for exchange of messages (DPI/FUM) with NMOC operational	~~25%~~	NA -
AOP05-APO06	Define and implement procedures for CDM in adverse conditions including the de-icing according to airport CDM Manual guidelines		by:-

BAKU - Heydar Aliyev International Airport	Baku - Heydar Aliyev International Airport	%	Not Applicable
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	Procedures for adverse conditions and de-icing drafted through LoA and/or MoU	~~30%~~	NA -
3	Procedures for adverse conditions and de-icing agreed, tested & validated	~~35%~~	NA -
4	LoA and/or MoU signed by all partners and procedures for adverse conditions and de-icing implemented	~~25%~~	NA -

AOP10	**Time-Based Separation** ***Timescales:*** - not applicable -	%	Not Applicable
Links to DP Families: 2.3.1 - Time Based Separation (TBS)			
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		%	Not Applicable
Azerbaijan is not within the area of applicability of this objective.	-		-
AOP10-REG01	Publish TBS operations procedures in national aeronautical information publications		by:-
AZANS	**Baku TMA**	%	Not Applicable
Comment:	Azerbaijan is not within the area of applicability of this objective.		
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	Procedures for TBS operations have been drafted by the ANSP and provided to the Regulator	~~30%~~	NA -
3	Procedures for TBS operations have been validated	~~35%~~	NA -
4	Procedures for TBS operations have been published by the ANSP in the local/State AIP	~~25%~~	NA 31/12/2023
Comment:	Azerbaijan is not within the area of applicability of this objective.		
ASP (By:12/2023)			
AZANS		%	Not Applicable
Azerbaijan is not within the area of applicability of this objective.	-		-
AOP10-ASP01	Ensure AMAN system is compatible with TBS support tool		by:-
AZANS	**Baku TMA**	%	Not Applicable
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	FDPS and AMAN system are compatible with the TBS support tool	~~30%~~	NA -
3	CWP is modified to display headwind independent time based separation	~~30%~~	NA 31/12/2023
Comment:	1) FDPS and AMAN system are compatible with the TBS support tool Answer: NA Date: 31-DEC-23 Question: Rationale for N/A Comment: Azerbaijan is not within the area of applicability of this objective. 2) CWP is modified to display headwind independent time based separation Answer: NA Date: 31-DEC-23 Question: Rationale for N/A Comment: Azerbaijan is not within the area of applicability of this objective. 3) TBS support tool is able to calculate headwind independent time based separation Answer: NA Date: 31-DEC-23 Question: Rationale for N/A Comment: Azerbaijan is not within the area of applicability of this objective.		
4		100%	N

	TBS support tool is able to calculate headwind independent time based separation		-
AOP10-ASP02	Modify CWP to integrate TBS Support tool with safety nets		by:-
AZANS	**Baku TMA**	**%**	**Not Applicable**
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	CWP modification to integrate TBS support tool has been procured (if necessary)	~~30%~~	NA -
3	CWP modification to integrate TBS support tool has been installed	~~35%~~	NA -
4	CWP modification to integrate TBS support tool has been tested, validated and is available for operational use	~~25%~~	NA 31/12/2023
Comment:	1) CWP is modified to integrate the new TBS support tool with safety nets. Answer: NA Date: 31-DEC-23 Question: Rationale for N/A Comment: Azerbaijan is not within the area of applicability of this objective.		
AOP10-ASP03	Local MET info with actual glide-slope wind conditions to be provided into TBS Support tool		by:-
AZANS	**Baku TMA**	**%**	**Not Applicable**
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	Local meteorological information providing actual glide slope wind conditions to the TBS support tool has been tested & validated	~~65%~~	NA -
3	Local meteorological information providing actual glide slope wind conditions is fed into the TBS support tool	~~25%~~	NA 31/12/2023
Comment:	1) Local meteorological information providing actual glide slope wind conditions is fed into the TBS support tool Answer: NA Date: 31-DEC-23 Question: Rationale for N/A Comment: Azerbaijan is not within the area of applicability of this objective.		
AOP10-ASP04	TBS Support tool to provide automatic monitoring and alerting of non-conformant behaviours, infringements, wrong aircraft		by:-
AZANS	**Baku TMA**	**%**	**Not Applicable**
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	A TBS support tool has been procured	~~30%~~	NA -
3	A TBS support tool has been installed	~~60%~~	NA 31/12/2023
Comment:	Azerbaijan is not within the area of applicability of this objective.		
AOP10-ASP05	Implement procedures for TBS operations		by:-
AZANS	**Baku TMA**	**%**	**Not Applicable**
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	Procedures for TBS operations have been drafted	~~30%~~	NA -
3	Procedures for TBS operations have been tested & validated	~~35%~~	NA -
4	Procedures for TBS operations have been implemented are in operational use and have been published in the local/State AIP	~~25%~~	NA 31/12/2023

Comment:	1) Procedures for TBS operations are implemented operationally Answer: NA Date: 31-DEC-23 Question: Rationale for N/A Comment: Azerbaijan is not within the area of applicability of this objective.		
AOP10-ASP06	Train controllers (Tower and Approach) on TBS operations		by:-
AZANS	**Baku TMA**	**%**	**Not Applicable**
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	The training of Tower and Approach Controllers on the procedures and practices to TBS is ongoing	~~40%~~	NA -
3	The training of Tower and Approach Controllers on the procedures and practices to TBS has been completed	~~50%~~	NA 31/12/2023
Comment:	1) Final approach controllers are trained for TBS procedures and practices. Answer: NA Date: 31-DEC-23 Question: Rationale for N/A Comment: Azerbaijan is not within the area of applicability of this objective.		

AOP11	**Initial Airport Operations Plan** ***Timescales:*** - not applicable -	%	Not Applicable
Links to OI Steps: AO-0801-A [E] Links to ICAO ASBUs: B1-ACDM Links to DP Families: 2.1.4 - Initial Airport Operations Plan (AOP)			
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
-	-		-
AOP11-ASP01	Provide the required information to the AOP		by:-
AZANS	**Baku - Heydar Aliyev International Airport**	%	Not Applicable
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	A local agreement for the provision of AOP elements with the APO has been signed	~~40%~~	NA -
3	The ANSP is providing the AOP information to the APO	~~25%~~	NA -
4	The ANSP is maintaining the information to the AOP constantly ensuring the appropriate quality	~~25%~~	NA -
Comment:			
APO (By:12/2021)			
BAKU - Heydar Aliyev International Airport		%	Not Applicable
-	-		-
AOP11-APO01	Set up and manage the Airport Operational Plan		by:-
BAKU - Heydar Aliyev International Airport	**Baku - Heydar Aliyev International Airport**	%	Not Applicable
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	All the stakeholders relevant to the Airport Operation Plan (AOP) have been identified	~~15%~~	NA -
3	Local agreements for the provision of AOP information have been signed with the relevant stakeholders	~~25%~~	NA -
4	The Airport Operation Plan has been approved and release	~~50%~~	NA -
AOP11-APO02	Provide the required information to the AOP		by:-
BAKU - Heydar Aliyev International Airport	**Baku - Heydar Aliyev International Airport**	%	Not Applicable
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	The APO is providing the AOP elements (core and supporting) to the AOP	~~65%~~	NA -
3	The APO is maintaining the AOP constantly ensuring the appropriate quality	~~25%~~	NA -
Comment:	.		
AOP11-APO03	Train all relevant personnel		by:-

BAKU - Heydar Aliyev International Airport	Baku - Heydar Aliyev International Airport	%	Not Applicable
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
3	The training of the relevant personnel on the procedures and practices to the AOP is ongoing	~~40%~~	NA -
4	The training of the relevant personnel on the procedures and practices to the AOP has been completed	~~50%~~	NA -
Comment:	.		

AOP12	**Improve Runway and Airfield Safety with Conflicting ATC Clearances (CATC) Detection and Conformance Monitoring Alerts for Controllers (CMAC)** ***Timescales:*** Initial operational capability: 01/01/2015 Full operational capability: 31/12/2020	**100%**	**Completed**
Links to OI Steps: AO-0104-A [E] Links to Enablers: AERODROME-ATC-36 Links to ICAO ASBUs: B2-SURF Links to DP Families: 2.1.2 - Electronic Flight Strips (EFS), 2.5.1 - Airport Safety Nets associated with A-SMGCS Level 2			
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
AOP12-ASP01	Install required 'Airport Safety Nets'		by:31/12/2020
AZANS	**Baku - Heydar Aliyev International Airport**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y -
2	Airport Safety Nets function defined and appropriate system (if necessary) procured	30%	Y -
3	Airport Safety Nets function support system (if required) installed	35%	Y 30/06/2013
4	Airport Safety Nets function tested, validated and in operational use	25%	Y 01/03/2014
AOP12-ASP02	Train aerodrome control staff on the functionality of 'Airport Safety Nets'		by:31/12/2020
AZANS	**Baku - Heydar Aliyev International Airport**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y 01/09/2013
2	Training on the Airport Safety Nets functionality ongoing	40%	Y 01/01/2014
3	Training on the Airport Safety Nets functionality completed	50%	Y 31/01/2014
AOP12-ASP03	Implement digital systems such as electronic flight strips (EFS)		by:31/12/2020
AZANS	**Baku - Heydar Aliyev International Airport**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y -
2	Digital systems (such as EFS) procured	30%	Y -
3	Digital systems (such as EFS) installed	35%	Y -
4	Digital systems (such as EFS) tested, validated and available for operational use	25%	Y 01/03/2014
APO (By:12/2020)			
BAKU - Heydar Aliyev International Airport		**100%**	**Completed**
-	-		-
AOP12-APO01	Train all relevant staff on the functionality of 'Airport Safety Nets'		by:31/12/2020
BAKU - Heydar Aliyev International Airport	**Baku - Heydar Aliyev International Airport**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y -
2	Training of staff on the Airport Safety Nets functionality ongoing	40%	Y

			-
3	Training of staff on the Airport Safety Nets functionality completed	50%	Y
			-

AOP13	**Automated Assistance to Controller for Surface Movement Planning and Routing** ***Timescales:*** - not applicable -	**%**	**Not Applicable**
Links to OI Steps: AO-0205 [E], TS-0202 Links to ICAO ASBUs: B1-ACDM, B1-RSEQ, B2-SURF Links to DP Families: 2.4.1 - A-SMGCS Routing and Planning Functions			
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		**%**	**Not Applicable**
Azerbaijan is not in the applicability area of the PCP regulation.	-		-
AOP13-REG01	Coordination and final official approval of procedures by the local regulator is required		by:-
State Civil Aviation Agency	**-**	**%**	**Not Applicable**
Comment:	Azerbaijan is not in the applicability area of the PCP regulation.		
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	Request for operational approval and relevant material received by the competent authority	~~65%~~	NA -
3	Relevant material verified and operational approval granted	~~25%~~	NA -
ASP (By:12/2023)			
AZANS		**%**	**Not Applicable**
Azerbaijan is not in the applicability area of the PCP regulation.	-		-
AOP13-ASP01	Upgrade ATS systems to support automated assistance to air traffic controllers for surface movement planning and routing		by:-
AZANS	**-**	**%**	**Not Applicable**
Comment:	.Azerbaijan is not in the applicability area of the PCP regulation.		
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	New/upgraded ATS systems to support automated assistance to ATCOs surface movement planning and routing procured	~~30%~~	NA -
3	New/upgraded ATS systems to support automated assistance to ATCOs surface movement planning and routing installed	~~60%~~	NA -
AOP13-ASP02	Ensure the planning and routing function is used to optimise pre-departure sequencing		by:-
AZANS	**Baku - Heydar Aliyev International Airport**	**%**	**Not Applicable**
Comment:	Azerbaijan is not in the applicability area of the PCP regulation.		
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	New/upgraded A-SMGCS and A-CDM system supporting interaction of DMAN and planning and routing function procured	~~30%~~	NA -
3	New/upgraded A-SMGCS and A-CDM system supporting interaction of DMAN and planning and routing function installed	~~60%~~	NA -
AOP13-ASP03	Implement operational procedures implementing automated assistance to air traffic controllers for surface movement planning and routing		by:-
AZANS	**Baku - Heydar Aliyev International Airport**	**%**	**Not Applicable**
Comment:	Azerbaijan is not in the applicability area of the PCP regulation.		
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2		~~30%~~	NA

	Procedures for automated assistance to ATCOs for surface movement planning and routing drafted		-
3	Procedures for automated assistance to ATCOs for surface movement planning and routing agreed, tested & validated	~~35%~~	NA -
4	Procedures for automated assistance to ATCOs for surface movement planning and routing implemented	~~25%~~	NA -
AOP13-ASP04	Develop, and deliver as necessary, a safety assessment of the changes imposed by the implementation of automated assistance to air traffic controllers for surface movement planning and routing		by:-
AZANS	**Baku - Heydar Aliyev International Airport**	**%**	**Not Applicable**
Comment:	Azerbaijan is not in the applicability area of the PCP regulation.		
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	Safety Assessment drafted	~~30%~~	NA -
3	Safety Assessment delivered to the competent authority	~~60%~~	NA -
AOP13-ASP05	Train all operational personnel concerned in the use of automated assistance for surface movement planning and routing		by:-
AZANS	**Baku - Heydar Aliyev International Airport**	**%**	**Not Applicable**
Comment:	Azerbaijan is not in the applicability area of the PCP regulation.		
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	Training ongoing	~~40%~~	NA -
3	Training completed	~~50%~~	NA -

AOP14	Remote Tower Services *Applicability and timescale: Local*	50%	Ongoing
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 *Applicability and timescale: Local*	0%	Not yet planned
Links to DP Families: 2.5.2 - Vehicle and aircraft systems contributing to Airport Safety Nets			
UBBB - Baku - Heydar Aliyev International Airport			
A-SMGCS Level 2 is implemented and operational at Baku Airport. For time being there are no plan for implementation this objective.			-

AOP16	Guidance assistance through airfield ground lighting *Applicability and timescale: Local*	%	Not Applicable
Links to DP Families: 2.4.1 - A-SMGCS Routing and Planning Functions			
UBBB - Baku - Heydar Aliyev International Airport			
For time being there are no plan for implementation this objective.			-

AOP17	Provision/integration of departure planning information to NMOC *Applicability and timescale: Local*	%	Not Applicable
UBBB - Baku - Heydar Aliyev International Airport			
For time being there are no plan for implementation this objective.			-

AOP18	Runway Status Lights (RWSL) *Applicability and timescale: Local*	%	Not Applicable
UBBB - Baku - Heydar Aliyev International Airport			
For time being there are no plan for implementation this objective.			-

ATC02.2	**Implement ground based safety nets - Short Term Conflict Alert (STCA) - level 2 for en-route operations** ***Timescales:*** Initial operational capability: 01/01/2008 Full operational capability: 31/01/2013	**100%**	**Completed**
Links to OI Steps: CM-0801 Links to ICAO ASBUs: B0-SNET			
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		**100%**	**Completed**
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
ATC02.2-ASP01	Implement STCA function for en-route operations		by:31/01/2013
AZANS	**Baku ACC**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y -
2	The upgrade of ground systems to support the STCA function has been procured	30%	Y -
3	The upgrade of ground systems to support the STCA function has been installed	35%	Y -
4	The upgrade of ground systems to support the STCA function is tested, validated and in operational use	25%	Y 30/11/2014
Comment:	Review of new EUROCONTROL specifications was done during 2010. NEW ATC Centre has been built and ATC Tower 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.		
ATC02.2-ASP02	Align ATCO training with the use of STCA ground-based safety tools		by:31/01/2013
AZANS	**-**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y -
2	Training for the concerned personnel is ongoing	40%	Y -
3	Training for the concerned personnel is completed	50%	Y 30/11/2014
Comment:	ATCOs realised training according to training plan.		
ATC02.2-ASP03	Develop safety assessment for the changes		by:31/01/2013
AZANS	**-**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y -
2	Safety Assessment drafted	30%	Y -
3	Safety Assessment delivered to the competent authority	60%	Y 30/11/2014
Comment:	Safety assessment for the New ATC Centre was completed with transition plan		

ATC02.8	**Ground-Based Safety Nets** ***Timescales:*** Initial operational capability: 01/01/2009 Full operational capability: 31/12/2016	**67%**	**Late**
Links to OI Steps: CM-0801 Links to ICAO ASBUs: B0-SNET, B1-SNET Links to DP Families: 3.2.1 - Upgrade of ATM systems (NM, ANSPs, AUs) to support Direct Routings (DCTs) and Free Routing Airspace (FRA)			
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		**67%**	**Late**
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
ATC02.8-ASP01	Implement the APW function		by:31/12/2016
AZANS	-	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y -
2	The upgrade of ground systems to support the APW function has been procured	30%	Y -
3	The upgrade of ground systems to support the APW function has been installed	35%	Y -
4	The upgrade of ground systems to support the APW function is tested, validated and in operational use	25%	Y 28/11/2014
Comment:	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.		
ATC02.8-ASP02	Align ATCO training with the use of APW ground-based safety tools		by:31/12/2016
AZANS	-	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y -
2	Training for the concerned personnel is ongoing	40%	Y -
3	Training for the concerned personnel has been completed	50%	Y 28/11/2014
Comment:	Several training on EUROCONTROL Safety NETS at Latvian Training Centre were conducted. ATCO training has complied for New ATC centre.		
ATC02.8-ASP03	Implement the MSAW function		by:31/12/2016
AZANS	-	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y -
2	The upgrade of ground systems to support the MSAW function has been procured	30%	Y -
3	The upgrade of ground systems to support the MSAW function has been installed	35%	Y -
4	The upgrade of ground systems to support the MSAW function is tested, validated and in operational use	25%	Y 28/11/2014
Comment:	MSAW functions exist and are optimised to the local environment and used operationally. NEW ATC Centre has been built and ATC Tower and new Modern ATC equipment were installed. Specification has done according to the later EUROCONTROL Requirements. New system is operational.		
ATC02.8-ASP04	Align ATCO training with the use of MSAW ground-based safety tools		by:31/12/2016
AZANS	-	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y -

2	Training for the concerned personnel is ongoing	40%	Y -
3	Training for the concerned personnel has been completed	50%	Y 28/11/2014
Comment:	ATS personnel has trained according to training plan.		
ATC02.8-ASP05	Implement the APM function		by:31/12/2016
AZANS	-	**0%**	**Late**
1	Activity started (e.g. Project kicked-off)	10%	N -
2	The upgrade of ground systems to support the APM function has been procured by the ANSP	30%	N -
3	The upgrade of ground systems to support the APM function has been installed	35%	N -
4	The upgrade of ground systems to support the APM function is tested, validated and in operational use	25%	N 31/12/2020
Comment:	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.		
ATC02.8-ASP06	Align ATCO training with the use of APM ground-based safety tools		by:31/12/2016
AZANS	-	**0%**	**Late**
1	Activity started (e.g. Project kicked-off)	10%	N -
2	Training for the concerned personnel is ongoing	40%	N -
3	Training for the concerned personnel has been completed	50%	N 31/12/2020
Comment:	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.		

ATC02.9	**Short Term Conflict Alert (STCA) for TMAs** ***Timescales:*** Initial operational capability: 01/01/2018 Full operational capability: 31/12/2020	**0%**	**Not yet planned**
STCA functionality is going to be implemented within the next upgrade of the Indra AIRCON 2100 ATM system.			-
ASP (By:12/2020)			
AZANS		**0%**	**Not yet planned**
STCA functionality is going to be implemented within the next upgrade of the Indra AIRCON 2100 ATM system.	-		-
ATC02.9-ASP01	Implement the STCA function in TMA		by:31/12/2020
AZANS	-	**0%**	**Not yet planned**
1	Activity started (e.g. Project kicked-off)	10%	N -
2	The upgrade of ground systems to support the STCA function in TMA has been procured by the ANSP	30%	N -
3	The upgrade of ground systems to support the STCA function in TMA has been tested & validated by the ANSP	35%	N -
4	The upgrade of ground systems to support the STCA function in TMA has been deployed & available for operational use by the ANSP	25%	N -
ATC02.9-ASP02	Improve the STCA functionality		by:-
AZANS	-	**0%**	**Not yet planned**
1	Activity started (e.g. Project kicked-off)	10%	N -
2	System/Function procured	30%	N -
3	System/Function tested & validated	35%	N -
4	System/Function deployed & available for operational use	25%	N -
ATC02.9-ASP03	Develop and implement ATC procedures related to the use of STCA in TMA		by:31/12/2020
AZANS	-	**0%**	**Not yet planned**
1	Activity started (e.g. Project kicked-off)	10%	N -
2	Procedures for the use of STCA function in TMA drafted	30%	N -
3	Procedures for the use of STCA function in TMA agreed, tested and validated	35%	N -
4	Procedures for the use of STCA function in TMA implemented, i.e. in operational use	25%	N -
ATC02.9-ASP04	Align ATCO training with the use of STCA in TMA		by:31/12/2020
AZANS	-	**0%**	**Not yet planned**
1	Activity started (e.g. Project kicked-off)	10%	N -
2	The training plans and training packages for the use of STCA function in TMA have been drafted by the ANSP	10%	N -
3	The training plans and training packages for the use of STCA function in TMA have been approved/released by the ANSP	20%	N -
4	Training for the concerned personnel is ongoing	40%	N -
5	Training for the concerned personnel has been completed	20%	N -
ATC02.9-ASP05	Develop a local safety assessment		by:31/12/2020
AZANS	-	**0%**	**Not yet planned**

1	Activity started (e.g. Project kicked-off)	10%	N
			-
2	Local safety assessment has been drafted	30%	N
			-
3	Local safety assessment has been submitted to the NSA	60%	N
			-

ATC07.1	**AMAN Tools and Procedures** ***Timescales:*** - not applicable -	%	Not Applicable
Links to OI Steps: TS-0102 Links to ICAO ASBUs: B0-RSEQ Links to DP Families: 1.1.1 - Basic AMAN			
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 implementation of AMAN system is discussed in the frame of existing modernization programme.			-
ASP (By:12/2019)			
AZANS		**%**	**Not Applicable**
No OPS needs, the investment cannot be justified	-		-
ATC07.1-ASP01	Implement initial basic arrival management tools		by:-
AZANS	**Baku TMA**	**%**	**Not Applicable**
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	System/Function procured	~~30%~~	NA -
3	System/Function installed	~~60%~~	NA -
Comment:	LA#1 No OPS needs, the investment cannot be justified		
ATC07.1-ASP02	Implement initial basic AMAN procedures		by:-
AZANS	**Baku FIR**	**%**	**Not Applicable**
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	Procedures for operational use of basic AMAN tools drafted	~~30%~~	NA -
3	Procedures agreed, tested & validated	~~35%~~	NA -
4	Procedures implemented, i.e. basic AMAN tools in operational use	~~25%~~	NA -
Comment:	LA#1 No OPS needs, the investment cannot be justified. There is no OPS need. However, implementation of AMAN system is discussed in the frame of existing modernization program.		
ATC07.1-ASP03	Adapt TMA organisation to accommodate use of basic AMAN		by:-
AZANS	**-**	**%**	**Not Applicable**
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	Adaptation of TMA organisation is drafted	~~30%~~	NA -
3	Adaptation of TMA organisation is agreed, tested and validated	~~35%~~	NA -
4	Adaptation of TMA organisation is implemented so that it can accommodate the operational use of basic AMAN	~~25%~~	NA -
Comment:	LA#1 No OPS needs, the investment cannot be justified		
ATC07.1-ASP04	Adapt ground ATC systems to support basic AMAN functions		by:-
AZANS	**-**	**%**	**Not Applicable**
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	New ATC System compliant to basic AMAN tool procured, or existing system adapted accordingly	~~30%~~	NA -
3	New or adapted ATC System tested & validated	~~35%~~	NA -

4	New or adapted ATC System deployed & available for operational use	~~25%~~	NA -
Comment:	LA#1 No OPS needs, the investment cannot be justified		

ATC12.1	**Automated Support for Conflict Detection, Resolution Support Information and Conformance Monitoring** ***Timescales:*** Initial operational capability: 01/01/2015 Full operational capability: 31/12/2021	**100%**	**Completed**
Links to OI Steps: CM-0202, CM-0203, CM-0205, CM-0207-A Links to ICAO ASBUs: B1-FRTO Links to DP Families: 3.2.1 - Upgrade of ATM systems (NM, ANSPs, AUs) to support Direct Routings (DCTs) and Free Routing Airspace (FRA)			
MTCD support function exists in the system. CORA function implemented. Procedures are defined. Functionality is operational.			**31/12/2017**
ASP (By:12/2021)			
-			
ATC12.1-ASP02	Implement resolution support function and associated procedures		by:31/12/2021
-	-	%	**Not Applicable**
Comment:	Azerbaijan is currently not in a position to establish resolution support function in context of MTCD. The SLoAs will be reviewed in the future when circumstances change.		
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	New/upgraded ATM system supporting resolution support function in the context of MTCD procured	~~30%~~	NA -
3	New/upgraded ATM system supporting resolution support function in the context of MTCD are tested, validated and in operational use	~~35%~~	NA -
4	Procedures implementing resolution support function in the context of MTCD used operationally	~~25%~~	NA -
Comment:	Azerbaijan is currently not in a position to establish resolution support function in context of MTCD. The SLoAs will be reviewed in the future when circumstances change.		
AZANS		**100%**	**Completed**
MTCD support function exists in the system. Procedures are defined. Functionality is operational.	-		31/12/2017
ATC12.1-ASP01	Implement MTCD and associated procedures		by:31/12/2021
AZANS	-	**100%**	**Completed**
1	Project/task to implement MTCD and resolution support functions has been kicked off	10%	Y -
2	MTCD have been procured	30%	Y -
3	MTCD have been installed, tested, validated and ready for operational use	35%	Y -
4	MTCD are used operationally	25%	Y 31/12/2015
Comment:	MTCD support function exists in the system. Procedures are defined. Functionality is operational.		
ATC12.1-ASP03	Implement TCT and associated procedures		by:31/12/2021
AZANS	**Baku ACC**	%	**Not Applicable**
1	Project/task to implement TCT and resolution support functions has been kicked off	~~10%~~	NA -
2	TCT have been procured	~~30%~~	NA -
3	TCT have been installed, tested, validated and ready for operational use	~~35%~~	NA -
4	TCT related procedures are used operationally	~~25%~~	NA -

Comment:	There is no operational need for this function.		
ATC12.1-ASP04	Implement MONA functions		by:31/12/2021
AZANS	**Baku FIR**	**100%**	**Completed**
1	Project/task to implement MONA tool and related functions has been kicked off	10%	Y 31/12/2016
2	MONA tool and related functions have been procured	30%	Y -
3	MONA tool and related functions have been installed, tested, validated and ready for operational use	35%	Y 18/09/2017
4	MONA tool and related functions are used operationally	25%	Y 31/12/2017
Comment:	Conformance Monitoring function is implemented - route adherence monitoring.		
ATC12.1-ASP05	Perform ATCO training for the use of CDT (MTCD and or TCT), resolution support and MONA related functions		by:31/12/2021
AZANS	**Baku FIR**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y 31/12/2016
2	Training ongoing	40%	Y 21/08/2017
3	Training completed	50%	Y 31/12/2017
Comment:	Training programs for staff training were carried out.		
ATC12.1-ASP06	Develop safety assessment for the changes		by:31/12/2021
AZANS	**Baku ACC**	**%**	**Not Applicable**
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	Safety assessment drafted	~~40%~~	NA -
3	Safety assessment delivered to the competent authority	~~50%~~	NA -
Comment:	No legal requirement in AZ. Safety assessment was performed in-house.		

ATC15.1	**Information Exchange with En-route in Support of AMAN (Outside Applicability Area)** ***Timescales:*** - not applicable -	%	Not Applicable
Links to OI Steps: TS-0305 Links to ICAO ASBUs: B1-RSEQ Links to DP Families: 1.1.2 - AMAN Upgrade to include Extended Horizon function			
There is no operational need for this tool in Azerbaijan.			-
ASP (By:12/2019)			
AZANS		%	Not Applicable
-	-		-
ATC15.1-ASP01	Develop safety assessment for the changes		by:-
AZANS	**-**	%	Not Applicable
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	Safety assessment drafted	~~40%~~	NA -
3	Safety assessment delivered to the competent authority	~~50%~~	NA -
Comment:	1) The safety assessment report including safety arguments for the changes has been delivered to the NSA and a notification of acceptance was received. Answer: Date: Question: Comment: <Additional comment>		
ATC15.1-ASP02	Adapt the ATC systems that will implement arrival management functionality in En-Route sectors in support of AMAN operations in adjacent/subjacent TMAs		by:-
AZANS	**-**	%	Not Applicable
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	AMAN function compliant to the use in En-Route developed/procured	~~30%~~	NA -
3	AMAN function compliant to the use in En-Route installed	~~60%~~	NA -
Comment:	1) ATC systems are either: - Already compliant to AMAN use in En-Route; or - have functionality implemented to support the necessary exchange of information needed to support AMAN operations in En-Route airspace that is interfacing with AMANs in adjacent/subjacent areas. Answer: Date: Question: Comment: <Additional comment> 2) ANSPs have described the level of system support and functionality with direct reference to the relevant complexity level as defined in the -AMAN Information Extension to En-Route Sectors- Concept - documentation. Answer: Date: Question: Comment: <Additional comment>		
ATC15.1-ASP03	Implement ATC procedures in En-Route airspace/sectors that will implement AMAN information and functionality		by:-

AZANS	-	%	Not Applicable
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	Procedures for the use of AMAN function in En-Route drafted	~~30%~~	NA -
3	Procedures for the use of AMAN function agreed, tested & validated	~~35%~~	NA -
4	Procedures for the use of AMAN function implemented, i.e. in operational use	~~25%~~	NA -
Comment:	1) Procedures have been implemented, documented and are in operational use. Answer: Date: Question: Comment: <Additional comment> 2) ANSPs have defined, validated and implemented procedures directly related to the relevant complexity level chosen (ref. SLoA ATC15-ASP02), as defined in the AMAN Information Extension to En-Route Sectors Concept documentation. Answer: Date: Question: Comment: <Additional comment>		
ATC15.1-ASP04	Train operational and technical staff and update Training Plans		by:-
AZANS	-	**%**	**Not Applicable**
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	Training ongoing	~~40%~~	NA -
3	Training completed	~~50%~~	NA -
Comment:	1) The training plans have been updated and a training package has been developed by the ANSP. Answer: Date: Question: Comment: <Additional comment> 2) All concerned personnel have been trained. Answer: Date: Question: Comment: <Additional comment>		

ATC15.2	**Arrival Management Extended to En-route Airspace** ***Timescales:*** Full operational capability: 31/12/2023	%	Not Applicable
Links to OI Steps: TS-0305-A [E] Links to ICAO ASBUs: B1-RSEQ Links to DP Families: 1.1.2 - AMAN Upgrade to include Extended Horizon function			
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 Applicable**
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.	-		-
ATC15.2-ASP01	Upgrade ATC systems to support extended AMAN		by:-
AZANS	-	%	**Not Applicable**
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	New/upgraded ATC systems supporting extended AMAN procured	~~30%~~	NA -
3	New/upgraded ATC systems supporting extended AMAN installed	~~60%~~	NA -
ATC15.2-ASP02	Implement ATC procedures to support extended AMAN		by:-
AZANS	-	%	**Not Applicable**
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	Procedures to support extended AMAN drafted	~~30%~~	NA -
3	Procedures to support extended AMAN agreed, tested & validated	~~35%~~	NA -
4	Procedures to support extended AMAN implemented	~~25%~~	NA -
ATC15.2-ASP03	Develop, and deliver as necessary, a safety assessment		by:-
AZANS	-	%	**Not Applicable**
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	Safety Assessment drafted	~~30%~~	NA -
3	Safety Assessment delivered to the competent authority	~~60%~~	NA -
ATC15.2-ASP04	Establish Bilateral agreements		by:-
AZANS	-	%	**Not Applicable**
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	Bilateral arrangements (LoA or MoU) with concerned neighbouring ACCs drafted	~~30%~~	NA -
3	Bilateral arrangements (LoA or MoU) with concerned neighbouring ACCs signed	~~60%~~	NA -
ATC15.2-ASP05	Ensure that all operational personnel concerned is adequately trained		by:-
AZANS	-	%	**Not Applicable**
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	Training ongoing	~~40%~~	NA -
3	Training completed	~~50%~~	NA

ATC16	**Implement ACAS II compliant with TCAS II change 7.1** ***Timescales:*** Initial operational capability: 01/03/2012 Full operational capability: 31/12/2015	**100%**	**Completed**
Links to Enablers: PRO-AC-21 Links to ICAO ASBUs: B0-ACAS			
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		**100%**	**Completed**
All aircraft, in accordance with the plan were equipped with TCAS Version 7.1	-		31/12/2015
ATC16-REG01	Supervise compliance with regulatory provisions		by:31/12/2015
State Civil Aviation Agency	**-**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y -
2	Ensure that all concerned aircraft in the State of Registry under its oversight are equipped with certified ACAS II equipment	30%	Y -
3	Ensure that these ACAS II equipment have received airworthiness certificate, in compliance with applicable EASA certification material	30%	Y -
4	Ensure that all concerned aircraft operators in the State of Registry under its oversight have received an operational approval in compliance with applicable EASA material	30%	Y 31/12/2015
Comment:	There are regulatory provisions for ACAS II (TCAS 7.1) for aircraft and aircraft operators in the State of Registry.		
ATC16-REG02	Provide airworthiness certification		by:31/12/2015
State Civil Aviation Agency	**-**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y -
2	Provide percentage of aircraft in the State of Registry under its responsibility having received airworthiness certification for ACAS II (TCAS 7.1) (use the overwrite percentage box	90%	Y 31/12/2015
Comment:	Airworthiness certification is provided by manufacturer aircraft for ACAS II (TCAS 7.1) and operator accept certification and presents it to CAA.		
ATC16-REG03	Deliver operational approval for ACAS II version 7.1 equipped aircraft		by:31/12/2015
State Civil Aviation Agency	**-**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y -
2	Provide percentage of applicable aircraft having received operational approval for ACAS II version 7.1 (use the overwrite percentage box)	90%	Y 31/12/2015
Comment:	Airworthiness certification is provided by manufacturer aircraft for ACAS II (TCAS 7.1) and operator accept certification and presents it to CAA.		
ASP (By:03/2012)			
AZANS		**100%**	**Completed**
AZANS system is capable to perform ACAS II performance monitoring. Acquisition information about TCAS II version 7.1and develop training plan to train ATCO in ACAS II (TCAS II version 7.1) has been completed.	-		31/12/2015
ATC16-ASP01	Train controllers		by:01/03/2012
AZANS	**-**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y -
2	Training ongoing	40%	Y

			-
3	Training completed	50%	Y 31/12/2015
Comment:	Training process completed in 2015.		
ATC16-ASP02	Establish ACAS II (TCAS II version 7.1) performance monitoring		by:01/03/2012
AZANS	**-**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y -
2	System/upgrade procured, if necessary	30%	Y -
3	Procedures for implementing a monitoring system of the performance of ACAS in the ATC environment, by means of regular incident occurrence reporting, investigation and analysis, have been drafted	35%	Y -
4	Procedures/system for monitoring the performance of ACAS in the ATC environment, by means of regular incident occurrence reporting, investigation and analysis, are in use	25%	Y 31/12/2015
Comment:	A monitoring system of the performance of ACAS is available in the new ATC centre. Restrictions based on the TCAS 7.1 in AZ airspace are not applied.		
MIL (By:12/2015)			
Mil. Authority		**%**	**Not Applicable**
MIL has no ATS role.	-		-
ATC16-MIL01	Equip and put into service transport-type aircraft with ACAS II (TCAS II version 7.1) capability		by:31/12/2015
Mil. Authority	**-**	**%**	**Not Applicable**
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	Provide percentage of applicable service transport-type aircraft equipped with ACAS II (TCAS 7.1) (use the overwrite percentage box)	~~90%~~	NA -
Comment:	MIL has no ATS role.		
ATC16-MIL02	Train aircrews of tactical aircraft (not ACAS II equipped)		by:31/03/2012
Mil. Authority	**-**	**%**	**Not Applicable**
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	Training ongoing	~~40%~~	NA -
3	Training completed	~~50%~~	NA -
Comment:	MIL has no ATS role.		

ATC17	**Electronic Dialogue as Automated Assistance to Controller during Coordination and Transfer** ***Timescales:*** Initial operational capability: 01/01/2013 Full operational capability: 31/12/2018	**100%**	**Completed**
Links to OI Steps: CM-0201 Links to DP Families: 3.2.1 - Upgrade of ATM systems (NM, ANSPs, AUs) to support Direct Routings (DCTs) and Free Routing Airspace (FRA)			
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 December2019. For exchange of flight data the ABI,ACT,REV,PAC,MAC,LAM functions in operation . Implementation with Tbilisi ATC Center(Georgia) is in plan 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		**100%**	**Completed**
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 December2019. For exchange of flight data the ABI,ACT,REV,PAC,MAC,LAM functions in operation . Implementation with Tbilisi ATC Center(Georgia) is in plan 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.		31/12/2019
ATC17-ASP01	Develop safety assessment for the changes		by:31/12/2018
AZANS	**Baku ACC**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y -
2	Safety assessment drafted	30%	Y -
3	Safety assessment delivered to the competent authority	60%	Y 31/12/2019
Comment:	Safety case is conducted for OLDI and transmission plan is developed.		
ATC17-ASP02	Upgrade and put into service ATC system to support the Basic procedure (specifically PAC and COD)		by:31/12/2018
AZANS	**Baku ACC**	**100%**	**Completed**
1	Project/task to implement ATC System to support OLDI Basic Procedures (specifically PAC and COD) has been kicked off	10%	Y -
2	ATC System to support OLDI Basic Procedures (specifically PAC and COD) has been procured	30%	Y -
3	ATC System to support OLDI Basic Procedures (specifically PAC and COD) has been installed	35%	Y -
4	ATC System to support Basic Procedures (specifically PAC and COD) is used operationally	25%	Y 05/12/2019
Comment:	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 December2019. For exchange of flight data the ABI,ACT,REV,PAC,MAC,LAM functions in operation . Implementation with Tbilisi ATC Center(Georgia) is in plan 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.		

ATC17-ASP03	Upgrade and put into service ATC system to support electronic dialogue procedure in Transfer of communication process		by:31/12/2018
AZANS	**Baku ACC**	**%**	**Not Applicable**
1	Project/task to implement ATC System to support electronic dialogue procedure in Transfer of communication process (ROF, COF, TIM, HOP, MAS and SDM) has been kicked off	~~10%~~	NA -
2	ATC System to support electronic dialogue procedure in Transfer of communication process (ROF, COF, TIM, HOP, MAS and SDM) has been procured	~~30%~~	NA -
3	ATC System to support electronic dialogue procedure in Transfer of communication process (ROF, COF, TIM, HOP, MAS and SDM) have been installed	~~35%~~	NA -
4	ATC System to support electronic dialogue procedure in Transfer of communication process (ROF, COF, TIM, HOP, MAS and SDM) is used operationally	~~25%~~	NA -
ATC17-ASP04	Upgrade and put into service ATC system to support electronic dialogue procedure in Coordination process		by:31/12/2018
AZANS	**Baku ACC**	**%**	**Not Applicable**
1	Project/task to implement ATC System to support electronic dialogue procedure in coordination process (RAP, RRV, CDN, ACP, RJC and SBY) has been kicked off	~~10%~~	NA -
2	ATC System to support electronic dialogue procedure in coordination process (RAP, RRV, CDN, ACP, RJC and SBY) have been procured	~~30%~~	NA -
3	ATC System to support electronic dialogue procedure in coordination process (RAP, RRV, CDN, ACP, RJC and SBY) have been installed	~~35%~~	NA -
4	ATC System to support electronic dialogue procedure in coordination process (RAP, RRV, CDN, ACP, RJC and SBY) is used operationally	~~25%~~	NA -
ATC17-ASP05	Train ATC staff for applying electronic dialogue procedure		by:31/12/2018
AZANS	**-**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y -
2	Training ongoing	40%	Y -
3	Training completed	50%	Y 05/12/2019
Comment:	ATC staff are trained for OLDI. After implementation of OLDI is finished, training plans will be updated accordingly.		

ATC18	Multi-Sector Planning En-route - 1P2T *Applicability and timescale: Local*	0%	Not yet planned
For time being there are no plan for implementation this objective.			-

ATC19	Enhanced AMAN-DMAN integration *Applicability and timescale: Local*	%	Not Applicable
For time being there are no plan for implementation this objective.			-

ATC20	Enhanced STCA with down-linked parameters via Mode S EHS *Applicability and timescale: Local*	%	Not Applicable
For time being there are no plan for implementation this objective.			-

COM10	**Migrate from AFTN to AMHS** ***Timescales:*** Initial operational capability: 01/12/2011 Full operational capability: 31/12/2018	**100%**	**Completed**
Links to Enablers: CTE-C06c			
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		**100%**	**Completed**
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
COM10-ASP01	Implement AMHS capability (Basic ATSMHS) and gateway facilities to AFTN		by:31/12/2011
AZANS	**Baku FIR**	**100%**	**Completed**
1	Project/task to upgrade the existing COM centres to provide basic AMHS capability has been kicked off	10%	Y -
2	Basic AMHS functions procured	30%	Y -
3	Basic AMHS functions installed	35%	Y -
4	Basic AMHS functions tested, validated & in operational use	25%	Y 31/12/2014
Comment:	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.		
COM10-ASP02	Implement regional boundary gateways		by:31/12/2011
AZANS	**Baku FIR**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y -
2	Interfaces to non-European AFTN and to AMHS network outside the EUR Region procured	30%	Y -
3	Interfaces to non-European AFTN and to AMHS network outside the EUR Region installed	35%	Y -
4	Interfaces to non-European AFTN and to AMHS network outside the EUR Region tested, validated & in operational use	25%	Y 31/12/2014
Comment:	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.		
COM10-ASP03	Enhance AMHS capability (Extended ATSMHS)		by:31/12/2018
AZANS	**-**	**100%**	**Completed**
1	Project/task for enhancing AMHS capability has kicked off	10%	Y -
2	Extended AMHS functions procured	30%	Y -
3	Extended AMHS functions installed	35%	Y -
4	Extended AMHS functions tested, validated & in operational use	25%	Y 31/12/2014
Comment:	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.		
COM10-ASP04	Ensure the conformity of AMHS systems and associated procedures		by:31/12/2018
AZANS	**Baku FIR**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y -
2	AMHS systems conformity documentation and associated procedures drafted	30%	Y -

3	AMHS declaration of verification is submitted to NSA	60%	Y 31/12/2014
Comment:	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.		
COM10-ASP05	Organise personnel awareness and training		by:31/12/2018
AZANS	**Baku FIR**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y -
2	Training of personnel ongoing	40%	Y -
3	Training of personnel completed	50%	Y 31/12/2014
Comment:	Training is in force.		
COM10-ASP06	Participate in AMC activities for ATS Messaging Management		by:31/12/2018
AZANS	**Baku FIR**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y -
2	AMC Procedures for Cooperating COM Centres (CCC) operators have been implemented as defined in the ATS Messaging Management Manual	90%	Y 31/12/2014
Comment:	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.		

COM11.1	**Voice over Internet Protocol (VoIP) in En-Route** ***Timescales:*** Initial operational capability: 01/01/2013 Full operational capability: 31/12/2021	**25%**	**Ongoing**
Links to DP Families: 3.1.4 - Management of dynamic airspace configurations, 3.2.1 - Upgrade of ATM systems (NM, ANSPs, AUs) to support Direct Routings (DCTs) and Free Routing Airspace (FRA)			
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 CWPs (between CWP and VCS rack equipment) at Baku ACC.			**31/12/2020**
ASP (By:12/2021)			
AZANS		**25%**	**Ongoing**
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 CWPs (between CWP and VCS rack equipment) at Baku ACC.	-		31/12/2020
COM11.1-ASP01	Develop safety assessment for the changes		by:31/12/2021
AZANS	**Baku FIR**	**0%**	**Not yet planned**
1	Activity started (e.g. Project kicked-off)	10%	N -
2	Safety assessment conducted and relevant documentation drafted	30%	N -
3	Safety assessment documentation approved and submitted to NSA	60%	N -
Comment:	Current VCS system does not support VoIP protocol. VoIP is going to be adopted once an upgrade of the current system will be deployed.		
COM11.1-ASP03	Upgrade and put into service Voice Communication Systems to support VoIP inter-centre telephony		by:31/12/2021
AZANS	**-**	**75%**	**Ongoing**
1	Project/task for upgrading or buying a new VCS to support VoIP inter-centre telephony has kicked off	10%	Y -
2	Upgrade or new Voice Communication System procured	30%	Y -
3	Upgrade or new Voice Communication System installed	35%	Y -
4	Upgrade or new Voice communication system tested, validated & in operation use	25%	N 31/12/2020
Comment:	AZANS is currently working on enabling VoIP. VoIP is operational among CWPs (between CWP and VCS rack equipment) at Baku ACC.		
COM11.1-ASP04	Upgrade and put into service Voice Communication Systems to support VoIP links to the ground radio stations		by:31/12/2021
AZANS	**-**	**0%**	**Planned**
Comment:	Current VCS equipment's needs an upgrade in order to support VoIP protocol. Neither the acquisition of a new VCS system nor an upgrade of the current one are yet planned.		
1	Project/task for upgrading or buying a new VCS to support VoIP links to the ground radio stations has kicked off	10%	N -
2	Upgrade or new Voice Communication System procured	30%	N -
3	Voice Communication System installed	35%	N -
4	Voice communication system tested, validated & in operation use	25%	N 31/12/2020

COM11.2	**Voice over Internet Protocol (VoIP) in Airport/Terminal** ***Timescales:*** Initial operational capability: 01/01/2013 Full operational capability: 31/12/2023	**0%**	**Not yet planned**
Links to Enablers: CTE-C05a, CTE-C05b			
For time being there are no plan for implementation this objective.			-
ASP (By:12/2023)			
AZANS		**0%**	**Not yet planned**
-	-		-
COM11.2-ASP01	Develop safety assessment for the changes		by:31/12/2023
AZANS	-	**0%**	**Not yet planned**
Comment:	For time being there are no plan for implementation this objective.		
1	Activity started (e.g. Project kicked-off)	10%	N -
2	Document drafted	30%	N -
3	Document approved/released	60%	N -
COM11.2-ASP03	Upgrade and put into service Voice Communication Systems to support VoIP inter-centre telephony		by:31/12/2023
AZANS	-	**0%**	**Not yet planned**
Comment:	For time being there are no plan for implementation this objective.		
1	Activity started (e.g. Project kicked-off)	10%	N -
2	System/Function procured	30%	N -
3	System/Function tested & validated	35%	N -
4	System/Function deployed & available for operational use	25%	N -
COM11.2-ASP04	Upgrade and put into service Voice Communication Systems to support VoIP links to the ground radio stations		by:31/12/2023
AZANS	-	**0%**	**Not yet planned**
Comment:	For time being there are no plan for implementation this objective.		
1	Activity started (e.g. Project kicked-off)	10%	N -
2	System/Function procured	30%	N -
3	System/Function tested & validated	35%	N -
4	System/Function deployed & available for operational use	25%	N -

COM12	**New Pan-European Network Service (NewPENS)** **(Outside Applicability Area)** ***Timescales:*** - not applicable -	**43%**	**Ongoing**
Links to Enablers: CTE-C06b Links to ICAO ASBUs: B1-SWIM Links to DP Families: 5.1.2 - NewPENS: New Pan-European Network Service, 5.2.1 - Stakeholders Internet Protocol Compliance			
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		**43%**	**Ongoing**
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
COM12-ASP01	Provide NewPENS connectivity infrastructure		by:-
AZANS	**-**	**75%**	**Ongoing**
Comment:	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.		
1	Project/task for deploying NewPENS connectivity infrastructure has kicked off	10%	Y -
2	NewPENS connectivity infrastructure is procured	30%	Y -
3	NewPENS connectivity infrastructure is installed	35%	Y -
4	NewPENS connectivity infrastructure is tested, validated & available for use	25%	N 31/12/2024
COM12-ASP02	Migrate to NewPENS		by:-
AZANS	**-**	**10%**	**Ongoing**
Comment:	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.		
1	Activity started (e.g. Project kicked-off)	10%	Y 31/12/2024
2	Migration Plan to NewPENS developed	30%	N -
3	Migration to NewPENS ongoing	35%	N -
4	Migration to NewPENS completed	25%	N 31/12/2024
Comment:	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.		
APO (By:12/2024)			
BAKU - Heydar Aliyev International Airport		**%**	**Not yet planned**
-	-		-
COM12-APO01	Migrate to NewPENS, if deemed beneficial		by:-
BAKU - Heydar Aliyev International Airport	**Baku - Heydar Aliyev International Airport**	**%**	**Not Applicable**
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	Migration Plan to NewPENS developed	33%	N -
3	Migration to NewPENS ongoing	39%	N

			-
4	Migration to NewPENS completed	28%	N
			-

ENV01	**Continuous Descent Operations (CDO)** ***Timescales:*** Initial operational capability: 01/07/2007 Full operational capability: 31/12/2023	**100%**	**Completed**
Links to OI Steps: AOM-0701, AOM-0702-A Links to ICAO ASBUs: B0-CDO, B1-CDO			
UBBB - Baku - Heydar Aliyev International Airport			
Procedures developed to decrease C02 emissions at Baku Airport and published. Objective is completed.			**31/03/2015**
ASP (By:12/2023)			
AZANS		**100%**	**Completed**
Procedures developed to decrease C02 emissions at Baku Airport and published. Objective is completed.	-		31/03/2015
ENV01-ASP01	Implement rules and procedures for the application of CDO techniques		by:31/12/2023
AZANS	**Baku - Heydar Aliyev International Airport**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y -
2	CDO Rules & Procedures have been drafted	30%	Y -
3	CDO Rules & Procedures have been tested & validated	35%	Y -
4	CDO Rules & Procedures have been published in the local/State AIP	25%	Y -
ENV01-ASP02	Design and implement CDO procedures enabled by PBN		by:31/12/2023
AZANS	**Baku - Heydar Aliyev International Airport**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y -
2	CDO Procedures enabled by PBN developed	30%	Y -
3	CDO Procedures enabled by PBN tested & validated	35%	Y 31/03/2015
4	CDO Procedures enabled by PBN published in AIP	25%	Y -
ENV01-ASP03	Train controllers in the application of CDO techniques whenever practicable		by:31/12/2023
AZANS	**Baku - Heydar Aliyev International Airport**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y -
2	The training of Air traffic Controllers on the application of CDO techniques is ongoing	40%	Y -
3	The training of Air traffic Controllers on the application of CDO techniques has been completed	50%	Y 31/03/2015
ENV01-ASP04	Monitor and measure the execution of CDO		by:31/12/2023
AZANS	**Baku - Heydar Aliyev International Airport**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y -
2	Procedures for monitoring and measurement of CDO execution drafted	30%	Y -
3	Procedures for monitoring and measurement of CDO execution tested & validated	35%	Y -
4	Procedures for monitoring and measurement of CDO execution in operational use	25%	Y 31/03/2015
APO (By:12/2023)			
BAKU - Heydar Aliyev International Airport		**100%**	**Completed**

Procedures developed to decrease C02 emissions at Baku Airport and published. Objective is completed.		-	31/03/2015
ENV01-APO01	Monitor and measure the execution of CDO		by:31/12/2023
BAKU - Heydar Aliyev International Airport	**Baku - Heydar Aliyev International Airport**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y -
2	CDO Procedures are supported by the Airport Operator	40%	Y -
3	A monitoring and performance measurement process, including a feedback process to the ANSP and users has been established	25%	Y -
4	A main link with the local community, including information sessions is available	25%	Y 31/03/2015

ENV02	Airport Collaborative Environmental Management *Applicability and timescale: Local*	0%	Not yet planned
UBBB - Baku - Heydar Aliyev International Airport			
Implementation in progress at Baku - Heydar Aliyev International Airport.			31/12/2020

ENV03	Continuous Climb Operations (CCO) *Applicability and timescale: Local*	100%	Completed
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

FCM01	**Implement enhanced tactical flow management services** ***Timescales:*** Initial operational capability: 01/08/2001 Full operational capability: 31/12/2006	**0%**	**Not yet planned**
Links to OI Steps: IS-0102 Links to ICAO ASBUs: B0-NOPS			
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		**0%**	**Not yet planned**
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.	-		-
FCM01-ASP01	Supply ETFMS with Basic Correlated Position Data		by:31/12/2004
AZANS	**Baku ACC**	**0%**	**Not yet planned**
1	Activity started (e.g. Project kicked-off)	10%	N -
2	System/upgrade procured	30%	N -
3	ATC system is capable of automatically supplying ETFMS with Basic Correlated Position Data	35%	N -
4	Reception by NM of Basic Correlated Position Data has been ensured	25%	N -
FCM01-ASP02	Supply ETFMS with Standard Correlated Position Data		by:31/12/2006
AZANS	**Baku ACC**	**0%**	**Not yet planned**
1	Activity started (e.g. Project kicked-off)	10%	N -
2	System/upgrade procured	30%	N -
3	ATC system is capable of automatically supplying ETFMS with Standard Correlated Position Data	35%	N -
4	Reception by NM of Standard Correlated Position Data has been ensured	25%	N -
FCM01-ASP03	Receive and process ATFM data from the NM		by:31/12/2001
AZANS	**Baku ACC**	**0%**	**Not yet planned**
1	Activity started (e.g. Project kicked-off)	10%	N -
2	System/upgrade procured	30%	N -
3	ATC system is capable of receiving and processing ATFM data from the NM	35%	N -
4	Capability to receive and process ATFM data from the NM is used in operations	25%	N -
FCM01-ASP04	Inform NM of flight activations and estimates for ATFM purposes		by:31/12/1999
AZANS	**Baku ACC**	**0%**	**Not yet planned**
1	Activity started (e.g. Project kicked-off)	10%	N -
2	System/upgrade procured	30%	N -
3	ATC system is capable of automatically informing NM of flight activations and estimates for ATFM purposes	35%	N -

4	Reception by NM of FSA messages for flight activations and estimates for ATFM purposes has been ensured	25%	N -
FCM01-ASP06	Inform NM of re-routings inside FDPA for ATFM purposes		by:31/12/2006
AZANS	**Baku ACC**	**0%**	**Not yet planned**
1	Activity started (e.g. Project kicked-off)	10%	N -
2	System/upgrade procured	30%	N -
3	ATC system is capable of automatically informing NM of re-routings inside FDPA for ATFM purposes	35%	N -
4	Reception by NM of FSA messages for re-routings inside FDPA for ATFM purposes has been ensured	25%	N -
FCM01-ASP07	Inform NM of aircraft holding for ATFM purposes		by:31/12/2006
AZANS	**Baku ACC**	**0%**	**Not yet planned**
1	Activity started (e.g. Project kicked-off)	10%	N -
2	System/upgrade procured	30%	N -
3	ATC system is capable of automatically informing NM of aircraft holding for ATFM purposes	35%	N -
4	Reception by NM of FSA messages for aircraft holding for ATFM purposes has been ensured	25%	N -
FCM01-ASP08	Supply NM with Departure Planning Information (DPI)		by:04/07/2014
AZANS	**Baku ACC**	**0%**	**Not yet planned**
1	Activity started (e.g. Project kicked-off)	10%	N -
2	System/upgrade procured	30%	N -
3	ATC system capable of supplying NM with Departure Planning Information (DPI)	35%	N -
4	Reception by NM of Departure Planning Information (DPI) has been ensured	25%	N -

FCM03	**Collaborative Flight Planning** ***Timescales:*** Initial operational capability: 01/01/2000 Full operational capability: 31/12/2017	**100%**	**Completed**
Links to OI Steps: IS-0102 Links to ICAO ASBUs: B0-NOPS Links to DP Families: 4.2.3 - Interface ATM systems to NM systems			
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		**100%**	**Completed**
Since early January 2016, associations with IFPS is completed and operational. AIC distributed . All messages exchanged through the system.	-		31/12/2017
FCM03-ASP01	Provide flight plan message processing in ICAO format		by:31/12/1995
AZANS	**Baku ACC**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y 31/12/2014
2	System/upgrade procured	30%	Y 31/12/2015
3	ATC system is capable of automatically processing flight plan messages in ICAO format	35%	Y 31/12/2016
4	Capability to automatically process flight plan messages in ICAO format is used in operation	25%	Y 31/12/2016
Comment:	Functionally, the ATC system operates in the specified parameters according to ICAO requirements		
FCM03-ASP02	Automatically process FPLs derived from RPLs		by:31/12/1995
AZANS	**Baku ACC**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y -
2	System/upgrade procured	30%	Y 31/12/2016
3	ATC system is capable of receiving and automatically processing IFPS output derived from RPL to suppress the need for RPL bulk-output from IFPS	35%	Y 31/12/2016
4	Capability to automatically process FPLs derived from RPLs is used in operations	25%	Y 31/12/2017
Comment:	Functionally, the ATC system operates in the specified parameters according to ICAO requirements.		
FCM03-ASP03	Provide flight plan message processing in ADEXP format		by:31/12/2012
AZANS	**Baku ACC**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y 31/12/2015
2	System/upgrade procured	30%	Y 31/08/2016
3	ATC system is able to receive and process flight plan data from IFPS in ADEXP format	35%	Y 31/12/2016
4	Capability to receive and process flight plan data in ADEXP format is used in operations	25%	Y 31/12/2016
Comment:	Functionally, the ATC system operates in the specified parameters according to ICAO requirements.		
FCM03-ASP04	Processing of APL and ACH messages		by:31/12/1999
AZANS	**Baku ACC**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y 31/12/2014
2	System/upgrade procured	30%	Y 31/12/2015

3	ATC system capable of automatically processing real-time updates to flight plan information as provided by IFPS via APL and ACH messages	35%	Y -
4	Capability to automatically process APL and ACH messages is used in operations	25%	Y 31/12/2016
Comment:	The ATC system functionally operates in the specified parameters according to ICAO requirements.		
FCM03-ASP05	Automatically provide AFP for missing flight plans		by:31/12/2017
AZANS	**Baku ACC**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y 31/12/2014
2	System/upgrade procured	30%	Y 31/12/2015
3	ATC system is able to automatically generate AFP messages for missing flight plans	35%	Y 31/12/2016
4	Reception by NM of automatically generated AFP messages for missing flight plans has been ensured	25%	Y 31/12/2017
Comment:	The ATC system functionally operates in the specified parameters according to ICAO requirements.		
FCM03-ASP06	Automatically provide AFP message for change of route		by:31/12/2017
AZANS	**Baku ACC**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y 31/12/2014
2	System/upgrade procured	30%	Y 31/12/2015
3	ATC system is able to automatically generate AFP messages for change of route	35%	Y 31/12/2016
4	Reception by NM of automatically generated AFP messages for change of route has been ensured	25%	Y 31/12/2016
Comment:	The ATC system functionally operates in the specified parameters according to ICAO requirements.		
FCM03-ASP07	Automatically provide AFP message for a diversion		by:31/12/2017
AZANS	**Baku ACC**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y 31/12/2014
2	System/upgrade procured	30%	Y 31/12/2015
3	ATC system is able to automatically generate AFP messages for diversion	35%	Y 31/12/2016
4	Reception by NM of automatically generated AFP messages for diversion has been ensured	25%	Y 31/12/2017
Comment:	The ATC system functionally operates in the specified parameters according to ICAO requirements.		
FCM03-ASP08	Automatically provide AFP message for a change of flight rules or flight type		by:31/12/2017
AZANS	**Baku ACC**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y 31/12/2014
2	System/upgrade procured	30%	Y 31/12/2015
3	ATC system is able to automatically generate AFP messages for change of flight rules or flight type	35%	Y 31/12/2016
4	Reception by NM of automatically generated AFP messages for change of flight rules or flight type has been ensured	25%	Y -
Comment:	The ATC system functionally operates in the specified parameters according to ICAO requirements.		
FCM03-ASP09	Automatically provide AFP message for a change of requested cruising level		by:31/12/2017
AZANS	**Baku ACC**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y

			31/12/2014
2	System/upgrade procured	30%	Y 31/12/2015
3	ATC system is able to automatically generate AFP messages for change of requested cruising level	35%	Y 31/12/2016
4	Reception by NM of automatically generated AFP messages for change of requested cruising level has been ensured	25%	Y 31/12/2017
Comment:	The ATC system functionally operates in the specified parameters according to ICAO requirements.		
FCM03-ASP13	Automatically provide AFP message for change of aircraft type		by:31/12/2017
AZANS	**Baku ACC**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y 31/12/2014
2	System/upgrade procured	30%	Y 31/12/2015
3	ATC system is able to automatically generate AFP messages for change of aircraft type	35%	Y 31/12/2016
4	Reception by NM of automatically generated AFP messages for change of aircraft type has been ensured	25%	Y 31/12/2017
Comment:	The ATC system functionally operates in the specified parameters according to ICAO requirements.		
FCM03-ASP14	Automatically provide AFP message for change of aircraft equipment		by:31/12/2017
AZANS	**Baku ACC**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y 31/12/2014
2	System/upgrade procured	30%	Y 31/12/2015
3	ATC system is able to automatically generate AFP messages for change of aircraft equipment	35%	Y 31/12/2016
4	Reception by NM of automatically generated AFP messages for change of aircraft equipment has been ensured	25%	Y 31/12/2017
Comment:	The ATC system functionally operates in the specified parameters according to ICAO requirements.		

FCM04.2	**Short Term ATFCM Measures (STAM) - Phase 2** ***Timescales:*** Full operational capability: 31/12/2021	**%**	**Not Applicable**
Links to OI Steps: DCB-0308 [E] Links to Enablers: ER APP ATC 17 Links to DP Families: 4.1.2 - STAM Phase 2			
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		**%**	**Not Applicable**
The capacity exceeds the air traffic demand so the objective not yet planned. The objective will be reviewed in the future when circumstances change.	-		-
FCM04.2-ASP01	Develop STAM procedures and upgrade the local systems		by:-
AZANS	**-**	**%**	**Not Applicable**
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	Upgrade the local STAM systems has been procured	~~30%~~	NA -
3	Upgrade the local STAM systems has been installed	~~35%~~	NA -
4	Local STAM system tested, validated and in operational use	~~25%~~	NA -
FCM04.2-ASP02	Use of STAM phase 2		by:-
AZANS	**-**	**%**	**Not Applicable**
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	STAM phase 2 procedures agreed, tested & validated	~~65%~~	NA -
3	STAM phase 2 procedures are in operational use	~~25%~~	NA -
FCM04.2-ASP03	Train the personnel		by:-
AZANS	**-**	**%**	**Not Applicable**
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	Training ongoing	~~40%~~	NA -
3	Training completed	~~50%~~	NA -

FCM05	**Interactive Rolling NOP** ***Timescales:*** Initial operational capability: 01/09/2013 Full operational capability: 31/12/2021	**%**	**Not yet planned**
Links to OI Steps: DCB-0102, DCB-0103-A [E] Links to ICAO ASBUs: B1-ACDM, B1-NOPS Links to DP Families: 4.2.2 - Interactive Rolling NOP, 4.2.4 - AOP/NOP information sharing			
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		**%**	**Not yet planned**
-	Implementation of Airspace Efficiency, Strategy and Development Center (ASEC)		-
FCM05-ASP04	Develop and implement ATFCM procedures for interaction with the NOP		by:31/12/2021
AZANS	**-**	**%**	**Not yet planned**
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	ATFCM procedures related to interaction with the NOP drafted	~~30%~~	NA -
3	ATFCM procedures related to interaction with the NOP agreed, tested & validated	~~35%~~	NA -
4	ATFCM procedures related to interaction with the NOP implemented	~~25%~~	NA -
Comment:			
FCM05-ASP05	Train the relevant personnel for interaction with the NOP		by:31/12/2021
AZANS	**-**	**%**	**Not yet planned**
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	Training ongoing	~~40%~~	NA -
3	Training completed	~~50%~~	NA -
Comment:			
APO (By:12/2021)			
BAKU - Heydar Aliyev International Airport		**%**	**Not yet planned**
-	-		-
FCM05-APO01	Provide the required data to the Network Manager for DDR		by:31/12/2017
BAKU - Heydar Aliyev International Airport	**Baku - Heydar Aliyev International Airport**	**%**	**Not yet planned**
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	Airport slot information provided to DDR	~~90%~~	NA -
FCM05-APO02	Perform the integration of the AOP with the NOP		by:31/12/2021

BAKU - Heydar Aliyev International Airport	Baku - Heydar Aliyev International Airport	%	Not yet planned
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	System allowing the exchange of information between the AOP and the NOP procured	~~30%~~	NA -
3	System allowing the exchange of information between the AOP and the NOP tested & validated	~~35%~~	NA -
4	System allowing the exchange of information between the AOP and the NOP deployed & available for operational use	~~25%~~	NA -

FCM06	**Traffic Complexity Assessment** ***Timescales:*** Full operational capability: 31/12/2021	**0%**	**Not yet planned**
Links to OI Steps: CM-0101, CM-0103-A [E] Links to Enablers: NIMS-20 Links to DP Families: 4.4.2 - Traffic Complexity Tools			
The objective is being considered for implementation in new flow and capacity management center in Baku.			-
ASP (By:12/2021)			
AZANS		**0%**	**Not yet planned**
The objective is being considered for implementation in new flow and capacity management center in Baku.	Implementation of Airspace Efficiency, Strategy and Development Center (ASEC)		-

FCM06-ASP01	Implement Local Traffic Load Management tool		by:-
AZANS	**Baku FIR**	**0%**	**Not yet planned**
1	Activity started (e.g. Project kicked-off)	10%	N -
2	Local Traffic Load Management tool procured	30%	N -
3	Local Traffic Load Management tool installed	60%	N -
Comment:	The objective is being considered for implementation in new flow and capacity management center in Baku.		

FCM06-ASP02	Receive, process and integrate ETFMS Flight Data (EFD)		by:-
AZANS	**Baku FIR**	**0%**	**Not yet planned**
1	Activity started (e.g. Project kicked-off)	10%	N -
2	FDP adaptation to receive, process and integrate EFD procured	30%	N -
3	FDP adaptation to receive, process and integrate EFD installed	60%	N -
Comment:	The objective is being considered for implementation in new flow and capacity management center in Baku.		

FCM06-ASP03	Implement Local Traffic Complexity tools and procedures		by:-
AZANS	**Baku FIR**	**0%**	**Not yet planned**
1	Activity started (e.g. Project kicked-off)	10%	N -
2	Procedures for the use of Traffic Complexity tools drafted	30%	N -
3	Procedures for the use of Traffic Complexity tools tested & validated	35%	N -
4	Procedures for the use of Traffic Complexity tools in operational use	25%	N -
Comment:	The objective is being considered for implementation in new flow and capacity management center in Baku.		

FCM08	**Extended Flight Plan** ***Timescales:*** Initial operational capability: 01/01/2016 Full operational capability: 31/12/2021	**0%**	**Not yet planned**
Links to DP Families: 4.2.3 - Interface ATM systems to NM systems			
The objective will be implemented in new flow and capacity management center in Baku.			-
ASP (By:12/2021)			
AZANS		**0%**	**Not yet planned**
The objective will be implemented in new flow and capacity management center in Baku.	Implementation of Airspace Efficiency, Strategy and Development Center (ASEC)		-
FCM08-ASP01	Upgrade the ground systems and develop the associated procedures.		by:31/12/2021
AZANS	-	**0%**	**Not yet planned**
1	Activity started (e.g. Project kicked-off)	10%	N -
2	Upgrade to ground systems enabling the reception and processing of EFPL information via FF-ICE/1 has been procured	30%	N -
3	Upgrade to ground systems enabling the reception and processing of EFPL information via FF-ICE/1 has been installed	35%	N -
4	Systems enabling the reception and processing of EFPL information via FF-ICE/1 have been tested, validated and are in operations	25%	N -
Comment:	The objective will be implemented in new flow and capacity management center in Baku.		
FCM08-ASP02	Develop, and deliver as necessary, a safety assessment		by:31/12/2021
AZANS	-	**0%**	**Not yet planned**
1	Activity started (e.g. Project kicked-off)	10%	N -
2	Safety Assessment drafted	30%	N -
3	Safety Assessment delivered to the competent authority	60%	N -
Comment:	The objective will be implemented in new flow and capacity management center in Baku.		

INF07	**Electronic Terrain and Obstacle Data (eTOD)** ***Timescales:*** Initial operational capability: 01/11/2014 Full operational capability: 31/05/2018	**48%**	**Late**
Links to Enablers: AIMS-16 Links to DP Families: 1.2.2 - Geographic database for procedure design			
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		**55%**	**Late**
Implementation of e-TOD was approved by State Civil Aviation Agency. Implementation is considered as part of implementation of ADQ requirements.	-		31/12/2020
INF07-REG01	Establish National TOD policy		by:30/11/2015
State Civil Aviation Agency	**Baku FIR**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y 31/03/2017
2	National TOD policy and implementation programme coordinated with stakeholders and drafted	30%	Y 31/08/2017
3	National TOD policy and implementation programme approved and established	60%	Y 31/12/2017
Comment:	Implementation of e-TOD was approved by State Civil Aviation Agency. Implementation is considered as part of implementation of ADQ requirements.		
INF07-REG02	Establish TOD regulatory framework		by:31/12/2017
State Civil Aviation Agency	**Baku FIR**	**40%**	**Late**
1	Activity started (e.g. Project kicked-off)	10%	Y 31/03/2017
2	Development and updating of national rules and regulations affecting eTOD drafted, including the identification of aerodromes (area 2,3 and4) where TOD should be provided	30%	Y 31/08/2017
3	TOD regulatory framework established, list of aerodromes included in EUR ANP/FASID and, where appropriate, changes to State legislation initiated	60%	N 31/12/2020
Comment:	Implementation of e-TOD was approved by State Civil Aviation Agency. Implementation is considered as part of implementation of ADQ requirements.		
INF07-REG03	Establish oversight of TOD implementation		by:31/12/2017
State Civil Aviation Agency	**Baku FIR**	**40%**	**Late**
1	Activity started (e.g. Project kicked-off)	10%	Y 31/03/2017
2	Draft the plans and procedures to oversight the TOD implementation, in accordance with TOD Policy and framework	30%	Y 31/08/2017
3	Plans and procedures agreed and approved, ready to initiate oversight	60%	N 31/12/2020
Comment:	Implementation of e-TOD was approved by State Civil Aviation Agency. Implementation is considered as part of implementation of ADQ requirements.		
INF07-REG04	Verify the regulatory compliance of TOD implementation		by:31/05/2018
State Civil Aviation Agency	**Baku FIR**	**40%**	**Late**
1	Activity started (e.g. Project kicked-off)	10%	Y 31/03/2017
2		30%	Y

	Initiation of the oversight in accordance with international TOD requirements and the regulatory framework		31/08/2017
3	Approval of the reports and results coming from the verification and compliance	60%	N 31/12/2020
Comment:	Implementation of e-TOD was approved by State Civil Aviation Agency. Implementation is considered as part of implementation of ADQ requirements.		
ASP (By:05/2018)			
AZANS		**40%**	**Late**
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		31/12/2020
INF07-ASP01	Plan the required activities for the collection, management and provision of TOD in accordance with national TOD policy		by:30/11/2015
AZANS	**Baku FIR**	**40%**	**Late**
1	Activity started (e.g. Project kicked-off)	10%	Y 31/03/2017
2	Plan/roadmap coordinated and drafted	30%	Y 31/08/2017
3	Plan/roadmap approved	60%	N 31/12/2020
Comment:	Implementation of e-TOD was approved by State Civil Aviation Agency. Implementation is considered as part of implementation of ADQ requirements. Software for e-TOD supporting is planning for purchase during 2020.		
INF07-ASP02	Implement the collection, management and provision of TOD in accordance with the national TOD policy and regulatory framework		by:31/05/2018
AZANS	**Baku FIR**	**40%**	**Late**
1	Activity started (e.g. Project kicked-off)	10%	Y 31/03/2017
2	Identify the requirements and adjustments required to ensure the collection, management and provision of TOD	30%	Y 31/08/2017
3	Requirements and adjustments implemented in accordance with national TOD and regulatory framework	60%	N 31/12/2020
Comment:	Implementation of e-TOD was approved by State Civil Aviation Agency. Implementation is considered as part of implementation of ADQ requirements. Software for e-TOD supporting is planning for purchase during 2020.		
APO (By:05/2018)			
BAKU - Heydar Aliyev International Airport		**40%**	**Late**
Implementation of e-TOD was approved by State Civil Aviation Administration. Implementation is considered as part of implementation of ADQ requirements.	-		31/12/2020
INF07-APO01	Plan the required activities for the collection, management and provision of TOD in accordance with national TOD policy		by:30/11/2015
BAKU - Heydar Aliyev International Airport	**Baku - Heydar Aliyev International Airport**	**40%**	**Late**
1	Activity started (e.g. Project kicked-off)	10%	Y 31/03/2017
2	Plan/roadmap coordinated and drafted	30%	Y 31/08/2017
3	Plan/roadmap approved	60%	N

			31/12/2020
Comment:	Implementation of e-TOD was approved by State Civil Aviation Agency. Implementation is considered as part of implementation of ADQ requirements.		
INF07-APO02	Implement the collection, management and provision of TOD in accordance with the national TOD policy and regulatory framework		by:31/05/2018
BAKU - Heydar Aliyev International Airport	**Baku - Heydar Aliyev International Airport**	**40%**	**Late**
1	Activity started (e.g. Project kicked-off)	10%	Y 31/03/2017
2	Identify the requirements and adjustments required to ensure the collection, management and provision of TOD	30%	Y 31/08/2017
3	Requirements and adjustments implemented in accordance with national TOD and regulatory framework	60%	N 31/12/2020
Comment:	Implementation of e-TOD was approved by State Civil Aviation Agency. Implementation is considered as part of implementation of ADQ requirements.		

INF08.1	**Information Exchanges using the SWIM Yellow TI Profile** ***Timescales:*** - not applicable -	%	Not Applicable
Links to OI Steps: IS-0901-A [E], MET-0101 [E] Links to ICAO ASBUs: B1-DATM, B1-SWIM Links to DP Families: 5.1.3 - Common SWIM Infrastructure Components, 5.1.4 - Common SWIM PKI and Cybersecurity, 5.2.1 - Stakeholders Internet Protocol Compliance, 5.2.2 - Stakeholders SWIM Infrastructure Components, 5.2.3 - Stakeholders SWIM PKI and Cybersecurity, 5.3.1 - Upgrade/Implement Aeronautical Information Exchange System/Service, 5.4.1 - Upgrade/Implement Meteorological Information Exchange System/Service, 5.5.1 - Upgrade/Implement Cooperative Network Information Exchange System/Service, 5.6.1 - Upgrade/Implement Flight Information Exchange System/Service supported by Yellow Profile			
Azerbaijan is not in the applicability area of the PCP regulation.			-
ASP (By:12/2024)			
AZANS		%	Not Applicable
-	-		-
INF08.1-ASP01	Implement Aeronautical information exchanges		by:-
AZANS	**-**	%	Not Applicable
1	Activity started (e.g. Project kicked-off)	10%	-
2	New/upgraded local infrastructure components supporting SWIM Yellow Profile exchange services were procured.	15%	-
3	Aeronautical Information exchanges were procured.	15%	-
4	New/upgraded local infrastructure components supporting SWIM Yellow Profile exchange services are installed, tested, validated and in operational use.	20%	-
5	Aeronautical Information exchanges are installed, tested, validated and in operational use. Is the EUROCONTROL SWIM Registry used? Please indicate.	40%	-
INF08.1-ASP02	Implement Meteorological Information exchanges		by:-
AZANS	**-**	%	Not Applicable
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	New/upgraded local infrastructure components supporting SWIM Yellow Profile exchange services were procured.	~~15%~~	NA -
3	Meteorological Information exchanges were procured.	~~15%~~	NA -
4	New/upgraded local infrastructure components supporting SWIM Yellow Profile exchange services are installed, tested, validated and in operational use.	~~20%~~	NA -
5	Meteorological Information exchanges are installed, tested, validated and in operational use. Is the EUROCONTROL SWIM Registry used? Please indicate.	40%	-
INF08.1-ASP03	Implement Cooperative Network information exchanges		by:-
AZANS	**-**	%	Not Applicable
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	New/upgraded local infrastructure components supporting SWIM Yellow Profile exchange services were procured.	~~15%~~	NA -
3	Cooperative Network Information exchanges were procured.	~~15%~~	NA -
4	New/upgraded local infrastructure components supporting SWIM Yellow Profile exchange services are installed, tested, validated and in operational use.	~~20%~~	NA -
5		40%	

	Cooperative Network Information exchanges are installed, tested, validated and in operational use. Is the EUROCONTROL SWIM Registry used? Please indicate.		-
INF08.1-ASP04	Implement Flight Information exchanges		by:-
AZANS	-	**%**	**Not Applicable**
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	New/upgraded local infrastructure components supporting SWIM Yellow Profile exchange services were procured.	~~15%~~	NA -
3	Flight Information exchanges were procured.	~~15%~~	NA -
4	New/upgraded local infrastructure components supporting SWIM Yellow Profile exchange services are installed, tested, validated and in operational use.	~~20%~~	NA -
5	Flight Information exchanges are installed, tested, validated and in operational use. Is the EUROCONTROL SWIM Registry used? Please indicate.	40%	 -
Gabala Airport		**%**	**Not Applicable**
-	-		-
INF08.1-ASP01	Implement Aeronautical information exchanges		by:-
Gabala Airport	-	**%**	**Not Applicable**
1	Activity started (e.g. Project kicked-off)	10%	 -
2	New/upgraded local infrastructure components supporting SWIM Yellow Profile exchange services were procured.	15%	 -
3	Aeronautical Information exchanges were procured.	15%	 -
4	New/upgraded local infrastructure components supporting SWIM Yellow Profile exchange services are installed, tested, validated and in operational use.	20%	 -
5	Aeronautical Information exchanges are installed, tested, validated and in operational use. Is the EUROCONTROL SWIM Registry used? Please indicate.	40%	 -
INF08.1-ASP02	Implement Meteorological Information exchanges		by:-
Gabala Airport	-	**%**	**Not Applicable**
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	New/upgraded local infrastructure components supporting SWIM Yellow Profile exchange services were procured.	~~15%~~	NA -
3	Meteorological Information exchanges were procured.	~~15%~~	NA -
4	New/upgraded local infrastructure components supporting SWIM Yellow Profile exchange services are installed, tested, validated and in operational use.	~~20%~~	NA -
5	Meteorological Information exchanges are installed, tested, validated and in operational use. Is the EUROCONTROL SWIM Registry used? Please indicate.	40%	 -
INF08.1-ASP03	Implement Cooperative Network information exchanges		by:-
Gabala Airport	-	**%**	**Not Applicable**
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	New/upgraded local infrastructure components supporting SWIM Yellow Profile exchange services were procured.	~~15%~~	NA -
3	Cooperative Network Information exchanges were procured.	~~15%~~	NA -

4	New/upgraded local infrastructure components supporting SWIM Yellow Profile exchange services are installed, tested, validated and in operational use.	~~20%~~	NA -
5	Cooperative Network Information exchanges are installed, tested, validated and in operational use. Is the EUROCONTROL SWIM Registry used? Please indicate.	40%	 -
INF08.1-ASP04	Implement Flight Information exchanges		by:-
Gabala Airport	-	**%**	**Not Applicable**
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	New/upgraded local infrastructure components supporting SWIM Yellow Profile exchange services were procured.	~~15%~~	NA -
3	Flight Information exchanges were procured.	~~15%~~	NA -
4	New/upgraded local infrastructure components supporting SWIM Yellow Profile exchange services are installed, tested, validated and in operational use.	~~20%~~	NA -
5	Flight Information exchanges are installed, tested, validated and in operational use. Is the EUROCONTROL SWIM Registry used? Please indicate.	40%	 -
MIL (By:12/2024)			
Mil. Authority		**%**	**Not Applicable**
-	-		-
INF08.1-MIL01	Implement Aeronautical information exchanges		by:-
Mil. Authority	-	**%**	**Not Applicable**
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	New/upgraded local infrastructure components supporting SWIM Yellow Profile exchange services were procured.	~~15%~~	NA -
3	Aeronautical Information exchanges were procured.	~~15%~~	NA -
4	New/upgraded local infrastructure components supporting SWIM Yellow Profile exchange services are installed, tested, validated and in operational use.	~~20%~~	NA -
5	Aeronautical Information exchanges are installed, tested, validated and in operational use. Is the EUROCONTROL SWIM Registry used? Please indicate.	40%	 -
INF08.1-MIL02	Implement Meteorological Information exchanges		by:-
Mil. Authority	-	**%**	**Not Applicable**
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	New/upgraded local infrastructure components supporting SWIM Yellow Profile exchange services were procured.	~~15%~~	NA -
3	Meteorological Information exchanges were procured.	~~15%~~	NA -
4	New/upgraded local infrastructure components supporting SWIM Yellow Profile exchange services are installed, tested, validated and in operational use.	~~20%~~	NA -
5	Meteorological Information exchanges are installed, tested, validated and in operational use. Is the EUROCONTROL SWIM Registry used? Please indicate.	40%	 -
INF08.1-MIL03	Implement Cooperative Network information exchanges		by:-
Mil. Authority	-	**%**	**Not Applicable**
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -

2	New/upgraded local infrastructure components supporting SWIM Yellow Profile exchange services were procured.	~~15%~~	NA -
3	Cooperative Network Information exchanges were procured.	~~15%~~	NA -
4	New/upgraded local infrastructure components supporting SWIM Yellow Profile exchange services are installed, tested, validated and in operational use.	~~20%~~	NA -
5	Cooperative Network Information exchanges are installed, tested, validated and in operational use. Is the EUROCONTROL SWIM Registry used? Please indicate.	40%	 -
INF08.1-MIL04	Implement Flight Information exchanges		by:-
Mil. Authority	**-**	**%**	**Not Applicable**
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	New/upgraded local infrastructure components supporting SWIM Yellow Profile exchange services were procured.	~~15%~~	NA -
3	Flight Information exchanges were procured.	~~15%~~	NA -
4	New/upgraded local infrastructure components supporting SWIM Yellow Profile exchange services are installed, tested, validated and in operational use.	~~20%~~	NA -
5	Flight Information exchanges are installed, tested, validated and in operational use. Is the EUROCONTROL SWIM Registry used? Please indicate.	40%	 -
APO (By:12/2024)			
Ganja Airport		**%**	**Not Applicable**
-	-		-
INF08.1-APO01	Implement Aeronautical information exchanges		by:-
Ganja Airport	**-**	**%**	**Not Applicable**
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	New/upgraded local infrastructure components supporting SWIM Yellow Profile exchange services were procured	~~15%~~	NA -
3	Aeronautical Information exchanges were procured	~~15%~~	NA -
4	New/upgraded local infrastructure components supporting SWIM Yellow Profile exchange services are installed, tested, validated and in operational use	~~20%~~	NA -
5	Aeronautical Information exchanges are installed, tested, validated and in operational use. Is the EUROCONTROL SWIM Registry used? Please indicate.	40%	 -
INF08.1-APO02	Implement Meteorological Information exchanges		by:-
Ganja Airport	**-**	**%**	**Not Applicable**
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	New/upgraded local infrastructure components supporting SWIM Yellow Profile exchange services were procured	~~15%~~	NA -
3	Meteorological Information exchanges were procured	~~15%~~	NA -
4	New/upgraded local infrastructure components supporting SWIM Yellow Profile exchange services are installed, tested, validated and in operational use	~~20%~~	NA -
5	Meteorological Information exchanges are installed, tested, validated and in operational use. Is the EUROCONTROL SWIM Registry used? Please indicate.	40%	 -

INF08.1-APO03	Implement Cooperative Network information exchanges		by:-
Ganja Airport	**-**	**%**	**Not Applicable**
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	New/upgraded local infrastructure components supporting SWIM Yellow Profile exchange services were procured	~~15%~~	NA -
3	Cooperative Network Information exchanges were procured	~~15%~~	NA -
4	New/upgraded local infrastructure components supporting SWIM Yellow Profile exchange services are installed, tested, validated and in operational use	~~20%~~	NA -
5	Cooperative Network Information exchanges are installed, tested, validated and in operational use. Is the EUROCONTROL SWIM Registry used? Please indicate	40%	 -
INF08.1-APO04	Implement Flight Information exchanges		by:-
Ganja Airport	**-**	**%**	**Not Applicable**
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	New/upgraded local infrastructure components supporting SWIM Yellow Profile exchange services were procured.	~~15%~~	NA -
3	Flight Information exchanges were procured.	~~15%~~	NA -
4	New/upgraded local infrastructure components supporting SWIM Yellow Profile exchange services are installed, tested, validated and in operational use.	~~20%~~	NA -
5	Flight Information exchanges are installed, tested, validated and in operational use. Is the EUROCONTROL SWIM Registry used? Please indicate.	40%	 -

ITY-ACID	**Aircraft Identification** ***Timescales:*** Entry into force of the Regulation: 13/12/2011 System capability: 02/01/2020	**100%**	**Completed**
Links to Enablers: GSURV-0101			
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		**100%**	**Completed**
Azerbaijan ATM system support this functionality.	The second phase of installation of ADS-B and WAM system		31/12/2014
ITY-ACID-ASP01	Ensure the capability of the cooperative surveillance chain, to use the downlinked aircraft identification		by:02/01/2020
AZANS	**Baku ACC**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y -
2	System procured (this milestones includes procurement of a new system or the upgrade of the existing one)	30%	Y -
3	System installed	35%	Y -
4	System tested, validated and in operational use	25%	Y 31/12/2014
Comment:	Azerbaijan ATM system support this functionality.		
ITY-ACID-ASP02	Organise personnel training and awareness		by:02/01/2020
AZANS	**Baku ACC**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y -
2	Training ongoing	40%	Y -
3	Training completed	50%	Y 31/12/2014
Comment:	Completed		
ITY-ACID-ASP03	Develop, and deliver as necessary, a safety assessment of the changes imposed by the implementation of the capability allowing the establishment of the individual aircraft identification using the downlinked aircraft identification feature		by:02/01/2020
AZANS	**Baku ACC**	**%**	**Not Applicable**
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	Safety Assessment drafted	~~30%~~	NA -
3	Safety Assessment delivered to the competent authority	~~60%~~	NA 31/12/2020
Comment:	N/A for AZ. Safety assessment developed internally as part of implementation.		

ITY-ADQ	**Ensure Quality of Aeronautical Data and Aeronautical Information (Outside Applicability Area)** ***Timescales:*** - not applicable -	**92%**	**Ongoing**
Links to OI Steps: IS-0202, IS-0204 Links to ICAO ASBUs: B0-DATM Links to DP Families: 1.2.2 - Geographic database for procedure design			
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		**100%**	**Completed**
AZANS AIS is ISO 9001/2015 Certified by DQS. Gap analyses for ITY-ADQ requirements implementation is done.	-		31/12/2015
ITY-ADQ-REG01	Verify the compliance with data quality requirements and supervise safety assessments		by:-
State Civil Aviation Agency	**Baku FIR**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y 31/12/2014
2	Verification that data quality and process requirements were met	30%	Y 31/03/2015
3	Supervision of safety assessment conducted	35%	Y 31/08/2015
4	Notification that changes were accepted	25%	Y 31/12/2015
Comment:	AZANS AIS is ISO 9001/2015 Certified by DQS and CAA accepted this certification. Safety assessments and reports were conducted for QM implementation. Quality Control is an ongoing process. EAD is implemented in AZANS.		
ITY-ADQ-REG02	Verify the establishment of formal arrangements		by:-
State Civil Aviation Agency	**Baku FIR**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y 31/12/2014
2	Formal arrangements have been received	65%	Y 31/08/2015
3	Formal arrangements have been verified and accepted	25%	Y 31/12/2015
Comment:	Migration to EAD is completed. All SLA are signed.		
ITY-ADQ-REG04	Verify that all parties comply with all data requirements		by:-
State Civil Aviation Agency	**Baku FIR**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y 31/03/2015
2	All parties publishing aeronautical data and/or aeronautical information comply with all the requirements	65%	Y 31/08/2015
3	An according statement of compliance has been received	25%	Y 31/12/2015
Comment:	AZ not an EU State but planning to implement this action. Compliance ratified during certification.		

ASP (By:06/2017)			
AZANS		**88%**	**Ongoing**
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		31/12/2020
ITY-ADQ-ASP01	Implement data quality and process requirements		by:-
AZANS	**Baku FIR**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y 31/03/2015
2	Implement data quality, evidence, origination, process, error reporting and rectification requirements. Validate and verify all tools used to support or automate processes	30%	Y 31/08/2015
3	Conduct a safety assessment, provide a safety assessment report to the NSA and if applicable provide safety arguments to the NSA	35%	Y 31/08/2015
4	Introduction of the change into service was accepted by the NSA and a notification of acceptance has been received. An EC declaration of verification of systems and a technical file has been submitted to the NSA	25%	Y 31/12/2015
Comment:	QM system is implemented. AZANS AIS is ISO 9001/2015 Certified by DQS. Safety assessment was conducted and submitted to auditors, copy to CAA. Changes are reported to Audit Company. AZ is not obliged to produce EC declaration of verification. EAD migration is completed.		
ITY-ADQ-ASP02	Establish formal arrangements		by:-
AZANS	**Baku FIR**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y 31/12/2014
2	Establish formal arrangements with other relevant parties	40%	Y 31/08/2015
3	Formal arrangements signed by all relevant parties have been established	50%	Y 31/12/2015
Comment:	EAD migration is completed. SLA is signed with involved stakeholders.		
ITY-ADQ-ASP03	Establish consistency mechanisms and implement timeliness requirements		by:-
AZANS	**Baku FIR**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y 31/03/2015
2	Consistency mechanisms and timeliness requirements drafted	30%	Y 31/08/2015
3	Consistency mechanisms and timeliness requirements established and documented	60%	Y 31/12/2015
Comment:	Quality of Data is part of QM system established and under control		
ITY-ADQ-ASP04	Implement personnel and performance requirements		by:-
AZANS	**Baku FIR**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y 31/03/2015
2	Develop and maintain awareness material and implement training and competence requirements	40%	Y 31/08/2015
3	Develop and maintain operating manuals and request security clearances	50%	Y 31/12/2015

Comment:	Training record are in place. Competence requirements are set for AIS staff and under regular control. Manuals are up to date. Only authorized staff has access.		
ITY-ADQ-ASP05	Implement a quality management system and fulfil safety and security objectives		by:-
AZANS	**Baku FIR**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y 31/12/2014
2	A quality management system meeting the safety and security management objectives has been implemented, documented and is maintained	30%	Y 31/03/2015
3	An EN ISO 9001 certificate has been obtained	35%	Y 31/08/2015
4	Documentation related to certification has been provided to the NSA. Access authorisations have been provided	25%	Y 31/12/2015
Comment:	AZANS AIS is ISO 9001/2015 Certified by DQS. AZANS AIS was certified ISO 9001/2015 by DQS in 2018.		
ITY-ADQ-ASP06	Implement the common dataset and digital exchange format		by:-
AZANS	**Baku FIR**	**40%**	**Ongoing**
1	Activity started (e.g. Project kicked-off)	10%	Y 31/12/2017
2	The common dataset and digital exchange format requirements have been implemented	30%	Y -
Comment:	AIXM 5.1 format agreed and implemented for AIS data. New AIM system deployed in AIS.		
3	Safety assessment done and report, including safety arguments provided to the NSA	35%	N -
Comment:	Safety assessment is planned in 2020.		
4	The introduction of the change into service accepted by the NSA and notification of acceptance received. An EC declaration of verification of systems and a technical file submitted to the NSA	25%	N 31/12/2020
Comment:	Partly completed. New AIM system is being verified against requirements during 2020.Introduction of the change into services to the NSA is planned after completing safety assessment.		
ITY-ADQ-ASP07	Implement all data requirements		by:-
AZANS	**Baku FIR**	**75%**	**Ongoing**
1	Activity started (e.g. Project kicked-off)	10%	Y 31/12/2017
2	All electronic data was updated and is compliant to all requirements	65%	Y 31/12/2019
3	A statement of compliance has been provided to the NSA	25%	N 31/12/2020
Comment:	Partly completed. Electronic obstacle and electronic terrain for main airports is implemented. New AIM system procurement is foreseen.		
APO (By:06/2017)			
BAKU - Heydar Aliyev International Airport		**%**	**Not Applicable**
Airport AIS handled by AZANS.	-		-
ITY-ADQ-APO01	Implement data quality and process requirements		by:-
BAKU - Heydar Aliyev International Airport	**Baku - Heydar Aliyev International Airport**	**%**	**Not Applicable**
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2		~~30%~~	NA

	Implement data quality, evidence, origination, process, error reporting and rectification requirements. Validate and verify all tools used to support or automate processes		-
3	Conduct a safety assessment, provide a safety assessment report to the NSA and if applicable provide safety arguments to the NSA	~~35%~~	NA -
4	Introduction of the change into service was accepted by the NSA and a notification of acceptance has been received. An EC declaration of verification of systems and a technical file has been submitted to the NSA	~~25%~~	NA -
Comment:	Airport AIS handled by AZANS.		
ITY-ADQ-APO02	Implement personnel and performance requirements		by:-
BAKU - Heydar Aliyev International Airport	**Baku - Heydar Aliyev International Airport**	**%**	**Not Applicable**
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	Develop and maintain awareness material and implement training and competence requirements	~~40%~~	NA -
3	Develop and maintain operating manuals and request security clearances	~~50%~~	NA -
Comment:	Airport AIS handled by AZANS.		
ITY-ADQ-APO03	Implement a quality management system and fulfil safety and security objectives		by:-
BAKU - Heydar Aliyev International Airport	**Baku - Heydar Aliyev International Airport**	**%**	**Not Applicable**
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	A quality management system meeting the safety and security management objectives has been implemented, documented and is maintained	~~30%~~	NA -
3	An EN ISO 9001 certificate has been obtained	~~35%~~	NA -
4	Documentation related to certification has been provided to the NSA. Access authorisations have been provided	~~25%~~	NA -
Comment:	Airport AIS handled by AZANS.		
ITY-ADQ-APO04	Implement the common dataset and digital exchange format requirements		by:-
BAKU - Heydar Aliyev International Airport	**Baku - Heydar Aliyev International Airport**	**%**	**Not Applicable**
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	The common dataset and digital exchange format requirements have been implemented	~~30%~~	NA -
3	Safety assessment done and report, including safety arguments provided to the NSA	~~35%~~	NA -
4	The introduction of the change into service accepted by the NSA and notification of acceptance received. An EC declaration of verification of systems and a technical file submitted to the NSA	~~25%~~	NA -

Comment:	Airport AIS handled by AZANS.		
ITY-ADQ-APO05	Implement all data quality requirements		by:-
BAKU - Heydar Aliyev International Airport	**Baku - Heydar Aliyev International Airport**	**%**	**Not Applicable**
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	All electronic data was updated and is compliant to all requirements	~~65%~~	NA -
3	A statement of compliance has been provided to the NSA	~~25%~~	NA -
Comment:	Airport AIS handled by AZANS.		

ITY-AGDL	**Initial ATC Air-Ground Data Link Services** ***Timescales:*** ATS unit operational capability: 05/02/2018 Aircraft capability: 05/02/2020	**13%**	**Late**
Links to OI Steps: AUO-0301 Links to ICAO ASBUs: B0-TBO Links to DP Families: 6.1.1 - ATN B1 based services in ATSP domain, 6.1.3 - A/G and G/G Multi Frequency DL Network in defined European Service Areas, 6.1.4 - ATN B1 capability in Multi Frequency environment in Aircraft domain			
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		**0%**	**Late**
New ACC centre in Baku includes CPDLC functionality. Connection to SITA to be performed in the future.	-		31/12/2020
ITY-AGDL-REG03	Ensure the publication of relevant information in the national aeronautical information publication		by:05/02/2018
State Civil Aviation Agency	**Baku FIR**	**0%**	**Late**
1	Activity started (e.g. Project kicked-off)	10%	N -
2	National aeronautical information publications have been updated appropriately	90%	N 31/12/2020
Comment:	New ACC centre in Baku includes CPDLC functionality. Connection to SITA to be performed in the future.		
ITY-AGDL-REG04	Ensure ATN/VDL-2 availability, security policy and address management procedures		by:05/02/2018
State Civil Aviation Agency	**Baku FIR**	**0%**	**Late**
1	Activity started (e.g. Project kicked-off)	10%	N -
2	All air-ground communication services satisfying the requirements for ATN and VDL-2 have been approved by NSA	40%	N -
3	The appropriate security policy for data exchanges of the DLIC, ACM, ACL and AMC services has been approved by NSA	25%	N -
4	The harmonized procedures for managing the addressing information have been approved by NSA	25%	N 31/12/2020
Comment:	New ACC centre in Baku includes CPDLC functionality. Connection to SITA to be performed in the future.		
ITY-AGDL-REG06	Notify potential exemption cases to the European Commission		by:-
State Civil Aviation Agency	**Baku FIR**	**0%**	**Late**
1	SLoA closed/completed in 2015 cycle	100%	N 31/12/2020
ASP (By:02/2018)			
AZANS		**19%**	**Late**
New ACC centre in Baku includes CPDLC functionality. Connection to SITA to be performed in the future.	-		31/12/2020
ITY-AGDL-ASP01	Ensure the conformity of communications, flight data and initial flight plan processing systems and associated procedures		by:05/02/2018
AZANS	**Baku ACC**	**75%**	**Late**
1	Project/task for ensuring the conformity of communications, flight data and initial flight plan processing systems and associated procedures has kicked off	10%	Y -
2	Air ground com. systems, flight data and initial flight plan processing systems to enable datalink communication between controllers and operators of equipped aircraft and to handle information about datalink capability of flights have been procured	30%	Y -

3	Communication, flight data and initial flight plan processing systems have been installed	35%	Y 31/03/2014
Comment:	CPDLC capabilities are provided by the Indra AirCon 2100 ATM system installed at Baku ACC in 2014.		
4	Associated procedures are tested, validated and applied in operation	25%	N 31/12/2020
Comment:	New ACC centre in Baku includes CPDLC functionality. Connection to SITA to be performed in the future.		
ITY-AGDL-ASP02	Organise personnel awareness and training		by:05/02/2018
AZANS	**Baku ACC**	**0%**	**Late**
1	Activity started (e.g. Project kicked-off)	10%	N -
3	The training is ongoing for the personnel	40%	N -
4	The training of the personnel is completed & operating procedures are used	50%	N 31/12/2020
Comment:	New ACC centre in Baku includes CPDLC functionality. Connection to SITA to be performed in the future.		
ITY-AGDL-ASP03	Ensure ground communication systems comply with air-ground communication requirements		by:05/02/2018
AZANS	**Baku ACC**	**0%**	**Late**
Comment:	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 December2019. For exchange of flight data the ABI,ACT,REV,PAC,MAC,LAM functions in operation . Implementation with Tbilisi ATC Center(Georgia) is in plan 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.		
1	Project/task for ensuring the ground communication systems comply with air-ground communication requirements has kicked off	10%	N -
2	The ground communication systems and their constituents have been procured	30%	N -
3	The ground communication systems and their constituents have been installed	35%	N -
4	The ground communication systems and their constituents have been tested, validated and available for operational use	25%	N 31/12/2020
Comment:	New ACC centre in Baku includes CPDLC functionality. Connection to SITA to be performed in the future.		
ITY-AGDL-ASP04	Deploy communication infrastructure to handle air-ground data link services		by:05/02/2018
AZANS	**Baku ACC**	**0%**	**Late**
Comment:	New ACC centre in Baku includes CPDLC functionality. Connection to SITA to be performed in the future.		
1	Project/task to deploy the appropriate communication infrastructure to handle air-ground data link services has kicked off	10%	N -
2	The appropriate telecommunication infrastructure to handle the selected air-ground datalink services has been procured	30%	N -
3	The appropriate telecommunication infrastructure to handle the selected air-ground datalink services has been installed	35%	N -
4	The appropriate telecommunication infrastructure to handle the selected air-ground datalink services has been tested, validated & available for operation use	25%	N 31/12/2020
Comment:	New ACC centre in Baku includes CPDLC functionality. Connection to SITA to be performed in the future.		
ITY-AGDL-ASP05	Implement Logon Forward process		by:05/02/2018
AZANS	**Baku ACC**	**40%**	**Late**
Comment:	New ACC centre in Baku includes CPDLC functionality. Connection to SITA to be performed in the future.		
1	Activity started (e.g. Project kicked-off)	10%	Y 31/12/2016
2	System/upgrade procured	30%	Y 31/12/2016
3		35%	N

	ATC system is capable of transmission and reception of logon parameters of flight data (e.g. LOF OLDI message) between ATC units		31/12/2020
Comment:	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 December2019. For exchange of flight data the ABI,ACT,REV,PAC,MAC,LAM functions in operation . Implementation with Tbilisi ATC Center(Georgia) is in plan 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.		
4	Procedures implementing the Logon Forward process are tested, validated and in operational use	25%	N 31/12/2020
Comment:	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 December2019. For exchange of flight data the ABI,ACT,REV,PAC,MAC,LAM functions in operation . Implementation with Tbilisi ATC Center(Georgia) is in plan 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.		
ITY-AGDL-ASP06	Implement Next Authority Notified process		by:05/02/2018
AZANS	**Baku ACC**	**0%**	**Late**
Comment:	New ACC centre in Baku includes CPDLC functionality. Connection to SITA to be performed in the future.		
1	Activity started (e.g. Project kicked-off)	10%	N -
2	System/upgrade procured	30%	N -
3	ATC system is capable of transmission and reception of the required flight data (e.g. NAN OLDI message) between ATC units	35%	N -
4	Procedures implementing the Next Authority Notified process are tested, validated and in operational use	25%	N 31/12/2020
Comment:	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 December2019. For exchange of flight data the ABI,ACT,REV,PAC,MAC,LAM functions in operation . Implementation with Tbilisi ATC Center(Georgia) is in plan 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.		
MIL (By:01/2019)			
Mil. Authority		**%**	**Not Applicable**
-	-		-
ITY-AGDL-MIL01	Equip transport-type State aircraft		by:01/01/2019
Mil. Authority	**-**	**%**	**Not Applicable**
1	Project/task for equipping the transport-type State aircraft has kicked off	~~10%~~	NA -
2	50% of applicable State aircraft equipped	~~40%~~	NA -
3	100% of applicable State aircraft equipped	~~50%~~	NA -

ITY-AGVCS2	**8,33 kHz Air-Ground Voice Channel Spacing below FL195 (Outside Applicability Area)** ***Timescales:*** - not applicable -	**%**	**Not Applicable**
Links to Enablers: CTE-C01a			
Azerbaijan is outside the applicability area of this objective.			-
REG (By:12/2018)			
State Civil Aviation Agency		**%**	**Not Applicable**
Azerbaijan is outside the applicability area of this objective.	-		-
ITY-AGVCS2-REG01	Ensure radios have 8,33 kHz channel spacing capability		by:-
State Civil Aviation Agency	-	**%**	**Not Applicable**
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	Where applicable, the State has published the additional local exemptions as per Article 14 of Regulation (EU) No 1079/2012.	~~15%~~	NA -
3	Measures have been taken to ensure that all radio equipment put into service or subject to radio upgrades by ANSPs, operators and other users or owners of radios includes the 8,33 kHz channel spacing capability.	~~25%~~	NA -
4	Measures have been taken to ensure that aircraft for which the individual certificates of airworthiness or individual flight permits are first issued from 17 November 2013 and have a radio equipage requirement are fitted with radios having the 8,33 kHz ch	~~25%~~	NA -
5	By 31 December 2017: The NSA has evidence that all radios in the State have 8,33 kHz channel spacing capability except where derogations apply and/or exemptions have been granted.	~~25%~~	NA -
Comment:	Azerbaijan is outside the applicability area of this objective.		
ITY-AGVCS2-REG02	Ensure the achievement of the interim target for 8,33 kHz frequency conversions		by:-
State Civil Aviation Agency	-	**%**	**Not Applicable**
Comment:	Azerbaijan is outside the applicability area of this objective.		
1	25% target for frequency conversions as per Articles 6(5) to 6(7) of the Regulation notified to the Commission.	~~10%~~	NA -
2	25% target for frequency conversions achieved.	~~45%~~	NA -
3	All OPC frequency assignments converted to 8,33 kHz or, where applicable, OPC frequencies not converted and justification for it notified to the Commission.	~~45%~~	NA -
ITY-AGVCS2-REG03	Ensure compliance with the requirements on 8,33 kHz frequency conversions		by:-
State Civil Aviation Agency	-	**%**	**Not Applicable**
Comment:	Azerbaijan is outside the applicability area of this objective.		
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	Introduce % of concerned frequency assignments (i.e. not subject to derogations/exceptions) converted to 8,33 kHz and published in the Table COM2 of ICAO Doc 7754	~~90%~~	NA -
ASP (By:12/2018)			
AZANS		**%**	**Not Applicable**
Azerbaijan is outside the applicability area of this objective.	-		-

ITY-AGVCS2-ASP01	Ensure conformity of voice communications systems and associated procedures		by:-
AZANS	-	**%**	**Not Applicable**
Comment:	Azerbaijan is outside the applicability area of this objective.		
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	New/upgraded voice communication systems have been procured	~~30%~~	NA -
3	New/upgraded voice communication systems installed	~~35%~~	NA -
4	New/upgraded communication systems are tested, validated & in operational use	~~25%~~	NA -
ITY-AGVCS2-ASP02	Convert 25 kHz frequencies to 8,33 kHz to achieve the interim target		by:-
AZANS	-	**%**	**Not Applicable**
Comment:	Azerbaijan is outside the applicability area of this objective.		
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	25% target for frequency conversions has been achieved	~~90%~~	NA -
ITY-AGVCS2-ASP03	Convert all 25 kHz frequencies to 8,33 kHz		by:-
AZANS	-	**%**	**Not Applicable**
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	Introduce % of concerned frequency assignments (i.e. not subject to derogations/exceptions) converted to 8,33 kHz and published in the Table COM2 of ICAO Doc 7754	~~90%~~	NA -
ITY-AGVCS2-ASP04	Develop safety assessment		by:-
AZANS	-	**%**	**Not Applicable**
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	Safety Assessment drafted	~~30%~~	NA -
3	Safety Assessment delivered to the competent authority	~~60%~~	NA -
ITY-AGVCS2-ASP05	Organise personnel training and awareness		by:-
AZANS	-	**%**	**Not Applicable**
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	Training ongoing	~~40%~~	NA -
3	Training completed	~~50%~~	NA -
MIL (By:12/2020)			
Mil. Authority		**%**	**Not Applicable**
-	-		-
ITY-AGVCS2-MIL01	Equip State aircraft with radio equipment with 8,33 kHz channel spacing capability		by:-
Mil. Authority	-	**%**	**Not Applicable**
1	List of State aircraft that cannot be equipped with 8,33 kHz radios by 31 December 2018 has been communicated to the Commission	~~10%~~	NA -

2	% of concerned State aircraft equipped	~~90%~~	NA -
ITY-AGVCS2-MIL02	Organise personnel training and awareness of military aircrew		by:-
Mil. Authority	-	**%**	**Not Applicable**
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	Training ongoing	~~40%~~	NA -
3	Training completed	~~50%~~	NA -
APO (By:12/2018)			
BAKU - Heydar Aliyev International Airport		**%**	**Not Applicable**
Azerbaijan is outside the applicability area of this objective.	-		-
ITY-AGVCS2-APO01	Convert all 25 kHz frequencies to 8,33 kHz		by:-
BAKU - Heydar Aliyev International Airport	-	**%**	**Not Applicable**
Comment:	Azerbaijan is outside the applicability area of this objective.		
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	Introduce % of concerned frequency assignments (i.e. not subject to derogations/exceptions) converted to 8,33 kHz and published in the Table COM2 of ICAO Doc 7754	~~90%~~	NA -
ITY-AGVCS2-APO02	Accommodate non-equipped vehicles		by:-
BAKU - Heydar Aliyev International Airport	-	**%**	**Not Applicable**
Comment:	Azerbaijan is outside the applicability area of this objective.		
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	Procedures for handling non-8,33 kHz equipped vehicles through airport areas using 8,33 kHz channel spacing drafted	~~30%~~	NA -
3	Procedures for handling non-8,33 kHz equipped vehicles through airport areas using 8,33 kHz channel spacing agreed, tested & validated	~~35%~~	NA -
4	Procedures for handling non-8,33 kHz equipped vehicles through airport areas using 8,33 kHz channel spacing implemented	~~25%~~	NA -
ITY-AGVCS2-APO03	Organise personnel training and awareness		by:-
BAKU - Heydar Aliyev International Airport	-	**%**	**Not Applicable**
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	Training ongoing	~~40%~~	NA -
3	Training completed	~~50%~~	NA -

ITY-COTR	**Implementation of ground-ground automated co-ordination processes (Outside Applicability Area)** ***Timescales:*** - not applicable -	**100%**	**Completed**
Links to OI Steps: CM-0201 Links to ICAO ASBUs: B0-FICE			
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		**100%**	**Completed**
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
ITY-COTR-ASP01	Implement flight data processing and exchange systems		by:-
AZANS	**Baku ACC**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y -
2	System/upgrade procured	30%	Y -
3	Flight data processing and exchange systems are capable of providing the information required for the display, processing and compilation of the system information exchanged in the process specified. [Regulation (EC) No 1032/2006, Annex I, Part A]	35%	Y -
4	Upgraded flight data processing and exchange systems are in operational use	25%	Y 05/12/2019
Comment:	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 .		
ITY-COTR-ASP02	Implement Notification process		by:-
AZANS	**Baku ACC**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y -
2	System/upgrade procured	30%	Y -
3	Flight data processing and exchange system is capable of transmission and reception of the required flight data (e.g. ABI OLDI message) between ATC units	35%	Y -
4	Procedures implementing the Notification process are tested, validated and in operational use	25%	Y 05/12/2019
Comment:	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 .		
ITY-COTR-ASP03	Implement Initial Coordination process		by:-
AZANS	**Baku ACC**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y -
2	System/upgrade procured	30%	Y -
3	Flight data processing and exchange system is capable of transmission and reception of the required flight data (e.g. ACT OLDI message) between ATC units	35%	Y -
4	Procedures implementing the Initial Coordination process are tested, validated and in operational use	25%	Y 31/12/2019
Comment:	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 .		
ITY-COTR-ASP04	Implement Revision of Coordination process		by:-
AZANS	**Baku ACC**	**100%**	**Completed**

1	Activity started (e.g. Project kicked-off)	10%	Y -
2	System/upgrade procured	30%	Y -
3	Flight data processing and exchange system is capable of transmission and reception of the required flight data (e.g. REV OLDI message) between ATC units	35%	Y -
4	Procedures implementing the Revision of Coordination process are tested, validated and in operational use	25%	Y 31/12/2019
Comment:	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 .		
ITY-COTR-ASP05	Implement Abrogation of Coordination process		by:-
AZANS	**Baku ACC**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y -
2	System/upgrade procured	30%	Y -
3	Flight data processing and exchange system is capable of transmission and reception of the required flight data (e.g. MAC OLDI message) between ATC units	35%	Y -
4	Procedures implementing the Abrogation of Coordination process are tested, validated and in operational use	25%	Y 31/12/2019
Comment:	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 .		
ITY-COTR-ASP06	Implement Basic Flight Data process		by:-
AZANS	**Baku ACC**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y -
2	System/upgrade procured	30%	Y -
3	Flight data processing and exchange system is capable of transmission and reception of the required flight data (e.g. BFD OLDI message) between ATC units	35%	Y -
4	Procedures implementing the Basic Flight Data process are tested, validated and in operational use	25%	Y 31/12/2019
Comment:	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 .		
ITY-COTR-ASP07	Implement Change to Basic Flight Data process		by:-
AZANS	**Baku ACC**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y -
2	System/upgrade procured	30%	Y -
3	Flight data processing and exchange system is capable of transmission and reception of the required flight data (e.g. CFD OLDI message) between ATC units	35%	Y -
4	Procedures implementing the Change to Basic Flight Data process are tested, validated and in operational use	25%	Y 31/12/2019
Comment:	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 .		
ITY-COTR-ASP10	Develop safety assessment		by:-
AZANS	**-**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y -
2	Safety Assessment drafted	30%	Y

			-
3	Safety Assessment delivered to the competent authority	60%	Y 31/12/2019
Comment:	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 .		
ITY-COTR-ASP11	Organise training to Air Traffic Control personnel		by:-
AZANS	**Baku ACC**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y -
2	Training ongoing	40%	Y -
3	Training completed	50%	Y 31/12/2019
Comment:	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 .		
MIL (By:12/2012)			
Mil. Authority		**%**	**Not Applicable**
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.	-		-
ITY-COTR-MIL01	Implement Basic Flight Data process		by:-
Mil. Authority	**-**	**%**	**Not Applicable**
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	System/upgrade procured	~~30%~~	NA -
3	Flight data processing and exchange system is capable of transmission and reception of the required flight data (e.g. BFD OLDI message) between ATC units	~~35%~~	NA -
4	Procedures implementing the Basic Flight Data process are tested, validated and in operational use	~~25%~~	NA -
ITY-COTR-MIL02	Implement Change to Basic Flight Data process		by:-
Mil. Authority	**-**	**%**	**Not Applicable**
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	System/Function procured	~~30%~~	NA -
3	Flight data processing and exchange system is capable of transmission and reception of the required flight data (e.g. CFD OLDI message) between ATC units	~~35%~~	NA -
4	Procedures implementing the Change to Basic Flight Data process are tested, validated and in operational use	~~25%~~	NA -

ITY-FMTP	**Common Flight Message Transfer Protocol (FMTP)** ***Timescales:*** 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 to Enablers: CTE-C06 Links to ICAO ASBUs: B0-FICE, B1-FICE			
Functionality completed. FMTP is based on the TCP/IP protocol, IPv4.			**31/12/2015**
ASP (By:12/2014)			
AZANS		**100%**	**Completed**
Functionality completed. FMTP is based on the TCP/IP protocol, IPv4.	-		31/12/2015
ITY-FMTP-ASP01	Upgrade and put into service communication systems to support information exchange via FMTP between FDPS(s) for the purpose of notification, coordination and transfer of the flights between ATC units		by:31/12/2014
AZANS	**Baku ACC**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y -
2	Upgraded communications system/function procured	30%	Y -
3	Communications system/function installed	35%	Y -
4	Upgraded communication systems/functions tested, validated and in operational use	25%	Y 31/12/2015
Comment:	Functionality completed. FMTP is based on the TCP/IP protocol, IPv4.		
ITY-FMTP-ASP02	Develop safety assessment for the changes		by:31/12/2014
AZANS	**Baku ACC**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y -
2	Draft Safety Assessment produced	30%	Y -
3	Safety Assessment, including safety arguments for the changes, submitted to the NSA	60%	Y 30/12/2015
Comment:	Safety assessment performed prior to certification of new ATC system.		
ITY-FMTP-ASP03	Train technical staff		by:31/12/2014
AZANS	**-**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y -
2	Training ongoing	40%	Y -
3	Training completed	50%	Y 31/12/2015
Comment:	Training for all functionalities of new ATC system has been performed in due time		
MIL (By:12/2014)			
Mil. Authority		**%**	**Not Applicable**
Mil systems are not interconnected with Civil ATC. One position of Baku ATC system is dedicated for Mil sector at Baku ACC.	-		-
ITY-FMTP-MIL01	Upgrade and put into service communication systems to support information exchange via FMTP between FDPS(s) for the purpose of notification, coordination, transfer of the flights and civil-military coordination between ATS units and controlling military units		by:31/12/2014
Mil. Authority	**-**	**%**	**Not Applicable**

1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	Upgraded communications system/function procured	~~30%~~	NA -
3	Communications system/function installed	~~35%~~	NA -
4	Upgraded communication systems/functions tested, validated and in operational use	~~25%~~	NA -
Comment:	Mil systems are not interconnected with Civil ATC. One position of Baku ATC system is dedicated for Mil sector at Baku ACC.		

ITY-SPI	**Surveillance Performance and Interoperability** ***Timescales:*** 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	**100%**	**Completed**
Links to Enablers: GSURV-0101 Links to ICAO ASBUs: B0-ASUR			
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		**100%**	**Completed**
ATC systems is procured from EUROPEAN famous suppliers and correspond to EUROCAE. Airborne equipment or modification is subject to EASA certification. REG action completed.	-		31/12/2015
ITY-SPI-REG01	Conduct safety oversight for the existing surveillance chain		by:05/02/2015
State Civil Aviation Agency	**Baku FIR**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y 31/12/2014
2	Safety assessment has been received from the ANSP	30%	Y 31/08/2015
3	Safety assessment has been reviewed and results communicated to the ANSP	60%	Y 31/12/2015
Comment:	Safety Assessment is part of CAA certification process		
ASP (By:02/2015)			
AZANS		**100%**	**Completed**
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		31/12/2015
ITY-SPI-ASP01	Ensure interoperability of surveillance data		by:12/12/2013
AZANS	**Baku FIR**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y 31/12/2014
2	Agreements on data exchange based on a common protocol have been signed	30%	Y 31/08/2015
3	Surveillance data is exchanged based on the common protocol	60%	Y 31/12/2015
Comment:	All data processing is in ICAO standards. UTC time coordination is obtained by GPS time systems. ASTERIX formats used (ASTERIX 62, 19, 20, etc.)		
ITY-SPI-ASP02	Conduct Safety Assessment for the existing surveillance chain		by:05/02/2015
AZANS	**Baku ACC**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y 31/12/2014

2	Safety Assessment drafted	30%	Y 31/08/2015
3	Safety Assessment delivered to the competent authority	60%	Y 28/02/2015
Comment:	The risk assessment for these systems has been completed. CAA certified surveillance system.		
ITY-SPI-ASP03	Conduct Safety Assessment for changes introduced to the surveillance infrastructure		by:12/12/2013
AZANS	**Baku ACC**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y 31/12/2014
2	Safety Assessment drafted	30%	Y 31/08/2015
3	Safety Assessment delivered to the competent authority	60%	Y 28/02/2015
Comment:	The risk assessment for these systems has been completed. CAA certified surveillance system.		
ITY-SPI-ASP04	Ensure the training of personnel		by:12/12/2013
AZANS	**Baku ACC**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y 20/02/2014
2	Training ongoing	40%	Y 31/12/2014
3	Training completed	50%	Y 31/12/2015
Comment:	All staff certified to the new systems. Staff is trained and passed examination before they are allowed to work on upgraded system.		
MIL (By:06/2020)			
Mil. Authority		**%**	**Not Applicable**
-	-		-
ITY-SPI-MIL01	Carriage and operation of Mode S Elementary Surveillance avionics		by:07/06/2020
Mil. Authority	**-**	**%**	**Not Applicable**
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	Provide percentage of applicable State aircraft equipped #	~~90%~~	NA -
ITY-SPI-MIL02	Carriage and operation of Mode S Enhanced Surveillance and ADS-B Out avionics		by:07/06/2020
Mil. Authority	**-**	**%**	**Not Applicable**
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	Provide percentage of applicable transport-type State aircraft equipped #	~~90%~~	NA -
ITY-SPI-MIL03	Ensure the training of personnel		by:07/06/2020
Mil. Authority	**-**	**%**	**Not Applicable**
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	Training ongoing	~~40%~~	NA -
3	Training completed	~~50%~~	NA -

NAV03.1	**RNAV 1 in TMA Operations** ***Timescales:*** Initial operational capability: 01/01/2001 Locally determined number of RNAV1 SID/STAR, where established: 06/06/2030	**100%**	**Completed**
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		**100%**	**Completed**
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.	-		-
NAV03.1-REG01	Verify the transition plan for PBN in ANS provision		by:06/06/2030
State Civil Aviation Agency	**-**	**100%**	**Completed**
Comment:	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.		
1	Activity started (e.g. Project kicked-off)	10%	Y -
2	The verification conducted	60%	Y -
3	The outcome of the verification has been notified to ANSP	30%	Y -
ASP (By:06/2030)			
AZANS		**100%**	**Completed**
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
NAV03.1-ASP01	Develop an airspace concept based on RNAV 1 arrival and departure procedures		by:06/06/2030
AZANS	**-**	**100%**	**Completed**
Comment:	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.		
1	Activity started (e.g. Project kicked-off)	10%	Y 31/12/2016
2	Airspace concept drafted	30%	Y 31/12/2018

Comment:	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.		
3	Airspace concept validated	35%	Y 31/12/2019
4	Airspace concept approved	25%	Y 31/12/2019
Comment:	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.		
NAV03.1-ASP02	Provide appropriate terrestrial navigation infrastructure to support RNAV 1 operations		by:06/06/2030
AZANS	-	**100%**	**Completed**
1	Project/task for deploying appropriate terrestrial navigation infrastructure to support RNAV operation has kicked off	10%	Y 31/12/2015
2	Appropriate infrastructure is procured	30%	Y 31/12/2015
3	Appropriate infrastructure is installed	35%	Y 31/08/2016
4	Appropriate infrastructure is tested, validated & available for operational use	25%	Y 31/12/2016
Comment:	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.		
NAV03.1-ASP03	Train air traffic controllers in RNAV 1 procedures		by:06/06/2030
AZANS	-	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y 31/12/2015
2	Training of ATCOs in RNAV procedures is ongoing	40%	Y 31/08/2016
3	Training of ATCOs in RNAV procedures is completed	50%	Y 31/12/2016
Comment:	Training for air traffic controllers in RNAV procedures completed. RVAV procedures are used in the terminal area.		
NAV03.1-ASP05	Develop and implement at least one RNAV 1 SID and RNAV 1 STAR per instrument RWY		by:06/06/2030
AZANS	-	**100%**	**Completed**
1	Project/task for developing RNAV arrival & departure procedures has kicked off	10%	Y 31/12/2015
2	RNAV arrival & departure procedures are developed	30%	Y 31/03/2016
3	RNAV arrival & departure procedures are tested & validated	35%	Y 31/08/2016
4	RNAV arrival & departures procedures are published in national AIP and in operational use	25%	Y 31/12/2016
Comment:	RNAV arrival and departure procedures are used in Baku airport for P-RNAV approved aircraft		
NAV03.1-ASP11	Develop a local RNAV 1 safety assessment		by:06/06/2030
AZANS	-	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y

			31/12/2015
2	Local RNAV safety case has been drafted	30%	Y 31/08/2016
3	Local RNAV safety case has been approved by NSA	60%	Y 31/12/2016
Comment:	Safety case completed. Procedures P - RNAV implemented and are used in the terminal area. in Baku airport.		
NAV03.1-ASP12	Establish the transition plan for PBN in ANS provision		by:06/06/2030
AZANS	-	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y -
2	Document drafted	30%	Y -
3	Document approved/released	60%	Y -
Comment:	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.		
NAV03.1-ASP13	Develop and implement all RNAV 1 SID and RNAV 1 STAR per instrument RWY		by:06/06/2030
AZANS	-	**100%**	**Completed**
1	Project/task for implementing RNAV1 arrival and departure procedures has kicked off	10%	Y -
2	RNAV1 arrival and departure procedures are developed	30%	Y -
3	RNAV1 arrival and departure procedures are tested & validated	35%	Y -
4	RNAV1 arrival and departure procedures are published in national AIP and in operational use	25%	Y -
Comment:	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.		

NAV03.2	**RNP 1 in TMA Operations** ***Timescales:*** Start: 07/08/2018 Locally determined number of RNP1 SID/STAR, where established.: 06/06/2030	**%**	**Not Applicable**
Links to DP Families: 1.2.3 - RNP 1 Operations in high density TMAs (ground capabilities), 1.2.4 - RNP 1 operations (aircraft capabilities)			
No operational need for implementing RNP 1 in any Azerbaijan Terminal areas.			-
REG (By:06/2030)			
State Civil Aviation Agency		**%**	**Not Applicable**
No operational need for implementing RNP 1 in any Azerbaijan Terminal areas.	-		-
NAV03.2-REG01	Verify the transition plan for PBN in ANS provision		by:06/06/2030
State Civil Aviation Agency	-	**%**	**Not Applicable**
Comment:	No operational need for implementing RNP 1 in any Azerbaijan Terminal areas.		
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	The verification conducted	~~60%~~	NA -
3	The outcome of the verification has been notified to ANSP	~~30%~~	NA -
Comment:	No operational need for implementing RNP 1 in any Azerbaijan Terminal areas.		
ASP (By:06/2030)			
-			
NAV03.2-ASP06	Establish the transition plan for PBN in ANS provision		by:06/06/2030
-	-	**%**	**Not Applicable**
Comment:	No operational need for implementing RNP 1 in any Azerbaijan Terminal areas.		
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	Document drafted	~~30%~~	NA -
3	Document approved/released	~~60%~~	NA -
NAV03.2-ASP07	Implement all RNP1 SID and STAR with radius to Fix (RF), per instrument RWY		by:06/06/2030
-	-	**%**	**Not Applicable**
Comment:	No operational need for implementing RNP 1 in any Azerbaijan Terminal areas.		
1	Project/task for implementing RNP1 arrival and departure procedures with radius to Fix (RF) has kicked off	~~10%~~	NA -
2	RNP1 arrival and departure procedures with radius to Fix (RF)are developed	~~30%~~	NA -
3	RNP1 arrival and departure procedures with radius to Fix (RF) are tested & validated	~~35%~~	NA -
4	RNP1 arrival and departure procedures with radius to Fix (RF) are published in national AIP and in operational use	~~25%~~	NA -
AZANS		**%**	**Not Applicable**
No operational need for implementing RNP 1 in any Azerbaijan Terminal areas.	-		-
NAV03.2-ASP01	Develop an airspace concept based on designated RNP 1 arrival and departure procedures with Radius to Fix (RF)		by:06/06/2030
AZANS	-	**%**	**Not Applicable**
Comment:	No operational need for implementing RNP 1 in any Azerbaijan Terminal areas.		
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -

2	Airspace concept drafted	~~30%~~	NA -
3	Airspace concept validated	~~35%~~	NA -
4	Airspace concept approved	~~25%~~	NA -
NAV03.2-ASP02	Where necessary, provide appropriate navigation infrastructure to support RNP 1 operations including the infrastructure required for GNSS reversion		by:06/06/2030
AZANS	**Baku TMA**	**%**	**Not Applicable**
Comment:	No operational need for implementing RNP 1 in any Azerbaijan Terminal areas.		
1	Project/task for deploying appropriate terrestrial navigation infrastructure to support RNP 1 operations including the infrastructure required for GNSS reversion has kicked off	~~10%~~	NA -
2	Appropriate infrastructure is procured	~~30%~~	NA -
3	Appropriate infrastructure is installed	~~35%~~	NA -
4	Appropriate infrastructure is tested, validated & available for operational use	~~25%~~	NA -
NAV03.2-ASP03	Train air traffic controllers in RNP1 with Radius to Fix (RF) procedures		by:06/06/2030
AZANS	**Baku TMA**	**%**	**Not Applicable**
Comment:	No operational need for implementing RNP 1 in any Azerbaijan Terminal areas.		
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	Training of ATCOs in RNP1 with Radius to Fix (RF) procedures is ongoing	~~40%~~	NA -
3	Training of ATCOs in RNP1 with Radius to Fix (RF) procedures is completed	~~50%~~	NA -
NAV03.2-ASP04	Implement at least one RNP1 SID and STAR with radius to Fix (RF), per instrument RWY		by:06/06/2030
AZANS	**Baku TMA**	**%**	**Not Applicable**
Comment:	No operational need for implementing RNP 1 in any Azerbaijan Terminal areas.		
1	Project/task for implementing RNP1 arrival and departure procedures with radius to Fix (RF) has kicked off	~~10%~~	NA -
2	RNP1 arrival and departure procedures with radius to Fix (RF)are developed	~~30%~~	NA -
3	RNP1 arrival and departure procedures with radius to Fix (RF) are tested & validated	~~35%~~	NA -
4	RNP1 arrival and departure procedures with radius to Fix (RF) are published in national AIP and in operational use	~~25%~~	NA -
NAV03.2-ASP05	Develop a local safety assessment		by:06/06/2030
AZANS	**-**	**%**	**Not Applicable**
Comment:	No operational need for implementing RNP 1 in any Azerbaijan Terminal areas.		
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	Local safety assessment has been drafted	~~30%~~	NA -
3	Local safety assessment has been submitted to the NSA	~~60%~~	NA -

NAV10	**RNP Approach Procedures to instrument RWY** ***Timescales:*** 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	**81%**	**Ongoing**
Links to DP Families: 1.2.1 - RNP Approaches with vertical guidance, 1.2.2 - Geographic database for procedure design			
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		**100%**	**Completed**
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.	-		31/12/2019
NAV10-REG01	Apply EASA material to local national regulatory activities		by:25/01/2024
State Civil Aviation Agency	-	**%**	**Not Applicable**
Comment:	AZ is out of EASA remit. However, many standards are applied.		
1	Activity started (e.g. Project kicked-off)	~~10%~~	NA -
2	Regulatory material drafted	~~30%~~	NA -
3	Regulatory material approved and published	~~60%~~	NA -
Comment:	AZ is out of EASA remit. However, many standards are applied.		
NAV10-REG02	Verify the transition plan for PBN in ANS provision		by:25/01/2024
State Civil Aviation Agency	-	**100%**	**Completed**
Comment:	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.		
1	Activity started (e.g. Project kicked-off)	10%	Y -
2	The verification conducted	60%	Y -
3	The outcome of the verification has been notified to ANSP	30%	Y 31/12/2019
ASP (By:01/2024)			
-			
NAV10-ASP05	Design and Publish RNP approach procedures to LNAV, LNAV/VNAV and LPV minima to RWYs without precision approach		by:25/01/2024
-	-	**%**	**Not Applicable**
Comment:	All RWY ends at the International Airports are equipped with ILS system		
1		~~10%~~	NA

	Project/task for developing LNAV, LNAV/VNAV and LPV minima has kicked off		-
2	Procedures to LNAV, LNAV/VNAV and LPV minima are developed for all applicable airports/runway ends	~~30%~~	NA -
3	Procedures to LNAV, LNAV/VNAV and LPV minima are tested & validated for all applicable airports/runway ends	~~35%~~	NA -
4	Procedures to LNAV, LNAV/VNAV and LPV minima are published in national AIP for all applicable airports/runway ends	~~25%~~	NA -
NAV10-ASP08	At PCP airport, Design and Publish RNP approach procedures to LNAV, LNAV/VNAV and LPV minima to RWYs without precision approach		by:-
-	-	%	**Not Applicable**
Comment:	For PCP runways only.		
1	Project/task for developing procedures to LNAV, LNAV/VNAV and LPV minima has kicked off	~~10%~~	NA -
2	Procedures to LNAV, LNAV/VNAV and LPV minima are developed for all applicable airports/runway ends	~~30%~~	NA -
3	Procedures to LNAV, LNAV/VNAV and LPV minima are tested & validated for all applicable airports/runway ends	~~35%~~	NA -
4	Procedures to LNAV, LNAV/VNAV and LPV minima are published in national AIP for all applicable airports/runway ends	~~25%~~	NA -
AZANS		**77%**	**Ongoing**
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
NAV10-ASP01	Design and Publish RNP approach procedures to LNAV, LNAV/VNAV and LPV minima to RWYs served by precision approach		by:25/01/2024
AZANS	**Baku - Heydar Aliyev International Airport**	**75%**	**Ongoing**
1	Project/task for developing LNAV, LNAV/VNAV and LPV minima has kicked off	10%	Y -
2	Procedures to LNAV, LNAV/VNAV and LPV minima are developed for all applicable airports/runway ends	30%	Y -
Comment:	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.		
3	Procedures to LNAV, LNAV/VNAV and LPV minima are tested & validated for all applicable airports/runway ends	35%	Y -
4	Procedures to LNAV, LNAV/VNAV and LPV minima are published in national AIP for all applicable airports/runway ends	25%	N 25/01/2024
Comment:	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.		
NAV10-ASP03	Develop National safety case for RNP approach down to LNAV/VNAV and LPV minima		by:25/01/2024
AZANS	**Baku - Heydar Aliyev International Airport**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y -
2	National safety case for operations to LNAV, LNAV/VNAV and LPV minima has been drafted	30%	Y -

3	National safety case for operations to LNAV, LNAV/VNAV and LPV minima has been approved by NSA	60%	Y 30/04/2015
Comment:	Safety case completed. First procedure implemented.		
NAV10-ASP04	Publish in AIPs all coordinates data in WGS-84 in accordance with ICAO Annex 15 requirements and Article 14 of Regulation (EU) No 73/2010		by:25/01/2024
AZANS	**Baku - Heydar Aliyev International Airport**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y -
2	WGS-84 co-ordinates data have been defined for all applicable airports	30%	Y -
3	WGS-84 co-ordinates data have been published in AIP for all applicable airports	60%	Y 31/12/2019
NAV10-ASP06	Design and Publish RNP non-precision (NPA) approach procedures to LNAV minima		by:25/01/2024
AZANS	**-**	**10%**	**Ongoing**
Comment:	RNP non-precision (NPA) approach procedures to LNAV minima published for one RWY end at Baku Heydar Aliyev and UBBY (Zagatala) Airport. Design of the procedures are planned but delayed due to adaptation of the new AIM system which includes design IFPD SW.		
1	Project/task for developing procedures to LNAV minima has kicked off	10%	Y -
2	Procedures to LNAV minima are developed for all applicable airports/runway ends	30%	N 25/01/2024
Comment:	RNP non-precision (NPA) approach procedures to LNAV minima published for one RWY end at Baku Heydar Aliyev and UBBY (Zagatala) Airport. Design of the procedures are planned but delayed due to adaptation of the new AIM system, which includes design IFPD SW.		
3	Procedures to LNAV minima are tested & validated for all applicable airports/runway ends	35%	N -
Comment:	RNP non-precision (NPA) approach procedures to LNAV minima published for one RWY end at Baku Heydar Aliyev and UBBY (Zagatala) Airport. Design of the procedures are planned but delayed due to adaptation of the new AIM system, which includes design IFPD SW.		
4	Procedures to LNAV minima are published in national AIP for all applicable airports/runway ends	25%	N 25/01/2024
Comment:	RNP non-precision (NPA) approach procedures to LNAV minima published for one RWY end at Baku Heydar Aliyev and UBBY (Zagatala) Airport. Design of the procedures are planned but delayed due to adaptation of the new AIM system, which includes design IFPD SW.		
NAV10-ASP07	Establish the transition plan for PBN in ANS provision		by:25/01/2024
AZANS	**-**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y -
2	Document drafted	30%	Y -
3	Document approved/released	60%	Y 31/12/2019
NAV10-ASP09	At PCP airport, Design and Publish RNP non-precision (NPA) approach procedures to LNAV minima		by:-
AZANS	**-**	**%**	**Not Applicable**
Comment:	For PCP runways only.		
1	Project/task for developing procedures to LNAV minima has kicked off	~~10%~~	NA -
2	Procedures to LNAV minima are developed for all applicable airports/runway ends	~~30%~~	NA -
3	Procedures to LNAV minima are tested & validated for all applicable airports/runway ends	~~35%~~	NA -
4	Procedures to LNAV minima are published in national AIP for all applicable airports/runway ends	~~25%~~	NA -

NAV12	**ATS IFR Routes for Rotorcraft Operations** ***Timescales:*** IFR ATS route above/below FL150, SID and STAR for Rotorcraft Operations, where established: 06/06/2030	**12%**	**Ongoing**
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		**10%**	**Ongoing**
Low-Level IFR Routes in TMA are developed and will be published in the local AIP	-		06/06/2030
NAV12-REG01	Verify the transition plan for PBN in ANS provision		by:06/06/2030
State Civil Aviation Agency	-	**10%**	**Ongoing**
1	Activity started (e.g. Project kicked-off)	10%	Y -
2	The verification conducted	60%	N -
3	The outcome of the verification has been notified to ANSP	30%	N 06/06/2030
ASP (By:06/2030)			
AZANS		**13%**	**Ongoing**
Low-Level IFR Routes in TMA are developed and will be published in the local AIP	-		06/06/2030
NAV12-ASP01	Implement low-level IFR routes (LLR) for rotorcraft operations		by:06/06/2030
AZANS	-	**40%**	**Ongoing**
1	Project/task for implementing LLR procedures for rotorcraft has kicked off	10%	Y -
2	LLR procedures for rotorcraft are developed	30%	Y -
3	LLR procedures for rotorcraft are tested & validated	35%	N -
4	LLR procedures for rotorcraft are published in national AIP and in operational use	25%	N 06/06/2030
NAV12-ASP02	Train air traffic controllers procedures supporting low-level IFR routes (LLR) in TMA and other routes for rotorcraft operations		by:06/06/2030
AZANS	-	**0%**	**Ongoing**
1	Activity started (e.g. Project kicked-off)	10%	N -
2	Training ongoing	40%	N -
3	Training completed	50%	N 06/06/2030
NAV12-ASP03	Develop a local safety assessment for the implementation of low-level IFR routes (LLR) in TMA and other ATS routes for rotorcraft operations		by:06/06/2030
AZANS	-	**10%**	**Ongoing**
1	Activity started (e.g. Project kicked-off)	10%	Y -
2	Document drafted	30%	N -
3	Document approved/released	60%	N 06/06/2030
NAV12-ASP04	Implement Rotorcraft ATS routes above FL150		by:06/06/2030
AZANS	-	**10%**	**Ongoing**
1	Project/task for ATS routes for rotorcraft has kicked off	10%	Y -
2	ATS routes for rotorcraft are developed	30%	N -

3	ATS routes for rotorcraft are tested & validated	35%	N -
4	ATS routes for rotorcraft are published in national AIP and in operational use	25%	N 06/06/2030
NAV12-ASP05	Implement Rotorcraft ATS routes below FL150		by:06/06/2030
AZANS	-	**10%**	**Ongoing**
1	Project/task for ATS routes for rotorcraft has kicked off	10%	Y -
2	ATS routes for rotorcraft are developed	30%	N -
3	ATS routes for rotorcraft are tested & validated	35%	N -
4	ATS routes for rotorcraft are published in national AIP and in operational use	25%	N 06/06/2030
NAV12-ASP06	Implement one rotorcraft RNP0.3, RNP01 or RNAV1 SID and STAR per instrument RWY		by:06/06/2030
AZANS	-	**10%**	**Ongoing**
1	Project/task for PBN SID and STAR for rotorcraft has kicked off	10%	Y -
2	PBN SID and STAR for rotorcraft are developed	30%	N -
3	PBN SID and STAR for rotorcraft are tested & validated	35%	N -
4	PBN SID and STAR for rotorcraft are published in national AIP and in operational use	25%	N 06/06/2030
NAV12-ASP07	Implement all rotorcraft RNP0.3, RNP01 or RNAV1 SID and STAR per instrument RWY		by:06/06/2030
AZANS	-	**10%**	**Ongoing**
1	Project/task for PBN SID and STAR for rotorcraft has kicked off	10%	Y -
2	PBN SID and STAR for rotorcraft are developed	30%	N -
3	PBN SID and STAR for rotorcraft are tested & validated	35%	N -
4	PBN SID and STAR for rotorcraft are published in national AIP and in operational use	25%	N 06/06/2030
NAV12-ASP08	Establish the transition plan for PBN in ANS provision		by:06/06/2030
AZANS	-	**10%**	**Ongoing**
1	Activity started (e.g. Project kicked-off)	10%	Y -
2	Document drafted	30%	N -
3	Document approved/released	60%	N 06/06/2030

SAF11	**Improve Runway Safety by Preventing Runway Excursions** ***Timescales:*** Initial operational capability: 01/09/2013 Full operational capability: 31/01/2018	**100%**	**Completed**
Links to Enablers: PRO-006a			
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		**100%**	**Completed**
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
SAF11-REG01	Implement the appropriate parts of the European Action Plan for the Prevention of Runway Excursions		by:31/01/2018
State Civil Aviation Agency	**Baku FIR**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y -
2	Documentation for the EAPPRE has been drafted, approved, released and disseminated by the State Authorities	15%	Y -
3	Oversight activities arrangements, e.g. audit plans for the EAPPRE have been drafted, agreed & validated by the State Authorities	25%	Y -
4	The applicable measures and oversight activities arrangements have been agreed, validated & implemented, i.e. through the appropriate reporting mechanism by the State Authorities	50%	Y 31/12/2015
Comment:	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. CAA has oversight practices and also for airport certification process. All interested parties are informed about implementation.		
ASP (By:12/2014)			
AZANS		**100%**	**Completed**
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
SAF11-ASP01	Implement the appropriate parts of the European Action Plan for the Prevention of Runway Excursions		by:31/12/2014
AZANS	**Baku - Heydar Aliyev International Airport**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y -
2	The applicable measures for the Action plan, part 3.1, 3.2 and 3.3 have been drafted by the ANSP	30%	Y -
3	The applicable measures for the Action plan part 3.1, 3.2 and 3.3 have been agreed & validated by the ANSP	35%	Y -
4	The applicable measures have been implemented, i.e. through the appropriate reporting mechanism by the ANSP	25%	Y 31/12/2015
Comment:	Completed		
SAF11-ASP02	Implement the appropriate parts of the European Action Plan for the Prevention of Runway Excursions with regard to the provision of aeronautical information services		by:31/12/2014
AZANS	**Baku - Heydar Aliyev International Airport**	**100%**	**Completed**

1	Activity started (e.g. Project kicked-off)	10%	Y -
2	The applicable measures for the Action plan, part 3.3 have been drafted by the AIS Providers	30%	Y -
3	The applicable measures for the Action plan part 3.3 have been agreed & validated by the AIS Providers	35%	Y -
4	The applicable measures have been implemented, i.e. through the appropriate reporting mechanism by the AIS Providers	25%	Y 31/12/2015
Comment:	Completed		
SAF11-ASP03	Implement the appropriate parts of the European Action Plan for the Prevention of Runway Excursions with regard to the provision of meteorological services for international aviation		by:31/12/2014
AZANS	**Baku - Heydar Aliyev International Airport**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y -
2	The applicable measures for the Action plan, part 3.2 have been drafted	30%	Y -
3	The applicable measures for the Action plan part 3.2 have been agreed & validated	35%	Y -
4	The applicable measures have been implemented, i.e. through the appropriate reporting mechanism	25%	Y 31/12/2015
Comment:	Completed		
APO (By:12/2014)			
BAKU - Heydar Aliyev International Airport		**100%**	**Completed**
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
SAF11-APO01	Implement the appropriate parts of the European Action Plan for the Prevention of Runway Excursions		by:31/12/2014
BAKU - Heydar Aliyev International Airport	**Baku - Heydar Aliyev International Airport**	**100%**	**Completed**
1	Activity started (e.g. Project kicked-off)	10%	Y -
2	The applicable measures for the Action plan, part 3.1, 3.2 and 3.3 have been drafted by the Airport Operators	30%	Y -
3	The applicable measures for the Action plan part 3.1, 3.2 and 3.3 have been agreed & validated by the Airport Operators	35%	Y -
4	The applicable measures have been implemented, i.e. through the appropriate reporting mechanism by the Airport Operators	25%	Y 31/12/2015
Comment:	Completed		

2. Implementation Projects - Details

2.1. National Projects

ARING station installation and implementation			
Organisation(s):	AZANS (AZ)		**Type of project:** National
Schedule:	2020-2021		
Status:	planned		
Description:	-		
Link and references			
ATM MP links:	-		
Other links:	-		
Project included in RP2 Performance Plan:	-	**Name/Code in RP2 Performance Plan:**	-
Project included in DP:	-	**Name/Code in DP:**	-
Performance contribution			
Safety:		-	
Environment:		-	
Capacity:		-	
Cost-efficiency:		-	
Operational efficiency:		-	
Security:		-	

Cyber security			
Organisation(s):	AZANS (AZ)		**Type of project:** National
Schedule:	2020		
Status:	planned		
Description:	-		
Link and references			
ATM MP links:	-		
Other links:	-		
Project included in RP2 Performance Plan:	-	**Name/Code in RP2 Performance Plan:**	-
Project included in DP:	-	**Name/Code in DP:**	-
Performance contribution			
Safety:	+	-	
Environment:		-	
Capacity:		-	
Cost-efficiency:		-	
Operational efficiency:		-	
Security:	++	-	

Implement full back-up ATC system at Baku ACC (BCUP-ACC)			
Organisation(s):	AZANS (AZ)		**Type of project:** National
Schedule:	2018		
Status:	Completed		
Description:	Implementation of full back up ATC system for Baku ACC. Cooperation with DFS.		
Link and references			
ATM MP links:	-		
Other links:	-		
Project included in RP2 Performance Plan:	-	**Name/Code in RP2 Performance Plan:**	-
Project included in DP:	-	**Name/Code in DP:**	-
Performance contribution			
Safety:	+++	Increased safety	
Environment:		-	
Capacity:		-	
Cost-efficiency:		-	
Operational efficiency:		-	
Security:		-	

Implementation of D-Volmet, D-ATIS DCL,CPDLS (SITAon Air) functions			
Organisation(s):	AZANS (AZ)		**Type of project:** National
Schedule:	2020		
Status:	ongoing		
Description:	-		
Link and references			
ATM MP links:	-		
Other links:	-		
Project included in RP2 Performance Plan:	-	**Name/Code in RP2 Performance Plan:**	-
Project included in DP:	-	**Name/Code in DP:**	-
Performance contribution			
Safety:	+	-	
Environment:		-	
Capacity:		-	
Cost-efficiency:		-	
Operational efficiency:	+	-	
Security:		-	

Implementation of Airspace Efficiency, Strategy and Development Center (ASEC) (FLOW)			
Organisation(s):	AZANS (AZ)		**Type of project:** National
Schedule:	2018		
Status:	Completed		
Description:	Implementation of new ATM center dedicated to Airspace Efficiency, Strategy and Development. The center is located at Baku Airport. Was officially put into operation on 08.02.2018		
Link and references			
ATM MP links:	L3: FCM05, FCM06, FCM08		
Other links:	-		
Project included in RP2 Performance Plan:	N	**Name/Code in RP2 Performance Plan:**	-
Project included in DP:	N	**Name/Code in DP:**	-
Performance contribution			
Safety:	+++	Increased safety through more efficient ATFCM.	
Environment:	+++	More efficient ATFCM contributes to better environmental performance.	
Capacity:	+++	Increased capacity through more efficient ATFCM.	
Cost-efficiency:	+++	Increased cost-efficiency through more efficient ATFCM.	
Operational efficiency:	+++	Better operational efficiency through more efficient ATFCM.	
Security:		-	

Implementation of MoC: AZANS-DHMI			
Organisation(s):	AZANS (AZ)		**Type of project:** National
Schedule:	2020		
Status:	Ongoing		
Description:	Implementation of Memorandum Of Cooperation with DHMI (signed 2017).Cooperation continues in accordance with the areas of the memorandum.		
Link and references			
ATM MP links:	-		
Other links:	-		
Project included in RP2 Performance Plan:	NA	**Name/Code in RP2 Performance Plan:**	-
Project included in DP:	NA	**Name/Code in DP:**	-
Performance contribution			
Safety:	+++	-	
Environment:	+++	-	
Capacity:	+++	-	
Cost-efficiency:	+++	-	
Operational efficiency:	++	better operation efficiency	
Security:		-	

Implementation of MoC: AZANS-HUNGAROCONTROL			
Organisation(s):	AZANS (AZ)		**Type of project:** National
Schedule:	2020		
Status:	Ongoing		
Description:	Implementation of Memorandum Of Cooperation with HUNGAROCONTROL (signed October 2018) outlining number of areas for future cooperation. Cooperation continues in accordance with the areas of the memorandum.		
Link and references			
ATM MP links:	-		
Other links:	-		
Project included in RP2 Performance Plan:	-	**Name/Code in RP2 Performance Plan:**	-
Project included in DP:	-	**Name/Code in DP:**	-
Performance contribution			
Safety:		-	
Environment:		-	
Capacity:		-	
Cost-efficiency:		-	
Operational efficiency:	++	better operation efficiency	
Security:		-	

Implementation of MoC: AZANS-IATA				
Organisation(s):	AZANS (AZ)		**Type of project:** National	
Schedule:	2020			
Status:	Ongoing			
Description:	Implementation of Memorandum Of Cooperation with IATA (signed March 2018).Cooperation continues in accordance with the areas of the memorandum.			
Link and references				
ATM MP links:	-			
Other links:	-			
Project included in RP2 Performance Plan:	-	**Name/Code in RP2 Performance Plan:**	-	
Project included in DP:	-	**Name/Code in DP:**	-	
Performance contribution				
Safety:		-		
Environment:		-		
Capacity:		-		
Cost-efficiency:		-		
Operational efficiency:	++	better operation efficiency		
Security:		-		

Implementation of TEAS/Tower Emergency Alert System in Heydar Aliev international airport(UBBB) (UBBB)				
Organisation(s):	BAKU - Heydar Aliyev International Airport (AZ)		**Type of project:** National	
Schedule:	Q1/2020			
Status:	ongoing			
Description:	To improve all stakeholders' awareness, coordination and interoperability in Heydar Aliyev International Airport in case of aircraft incident or accident alert.			
Link and references				
ATM MP links:	-			
Other links:	-			
Project included in RP2 Performance Plan:	-	**Name/Code in RP2 Performance Plan:**	-	
Project included in DP:	-	**Name/Code in DP:**	-	
Performance contribution				
Safety:	+	-		
Environment:		-		
Capacity:		-		
Cost-efficiency:		-		
Operational efficiency:	++	-		
Security:	++	-		

Implementation of VSAT Communication System (VSAT)			
Organisation(s):	AZANS (AZ)		**Type of project:** National
Schedule:	2019		
Status:	Ongoing		
Description:	Upgrade of all VSAT communication system in AZ. Connection to Black sea VSAT Network.		
Link and references			
ATM MP links:	L2: CNS-0001-A		
Other links:	CNS -0001-A Rationalisation of COM systems/infrastructure for Step1		
Project included in RP2 Performance Plan:	NA	**Name/Code in RP2 Performance Plan:**	-
Project included in DP:	NA	**Name/Code in DP:**	-
Performance contribution			
Safety:	+++	Enhancing safety through more reliable CNS.	
Environment:		-	
Capacity:	+	Increasing the capacity through more efficient CNS.	
Cost-efficiency:		-	
Operational efficiency:	+++	Increasing operational efficiency through more efficient CNS.	
Security:		-	

Implementation of complete AIS to AIM system (AIS-AIM)			
Organisation(s):	AZANS (AZ)		**Type of project:** National
Schedule:	2020		
Status:	Ongoing		
Description:	Complete solution to handle AIS-AIM. Fully addressing ADQ requirements.		
Link and references			
ATM MP links:	L3: INF07, ITY-ADQ		
Other links:	-		
Project included in RP2 Performance Plan:	-	**Name/Code in RP2 Performance Plan:**	-
Project included in DP:	-	**Name/Code in DP:**	-
Performance contribution			
Safety:	+++	Increased safety through more efficient information management.	
Environment:		-	
Capacity:	++	Increased capacity through more efficient information management.	
Cost-efficiency:	+++	Better cost-efficiency through more efficient information management.	
Operational efficiency:	++	Better operational efficiency through more efficient information management.	
Security:		-	

Implementation of the ATC Contingency System in Baku ATM AI Center (ATC-CONT)			
Organisation(s):	AZANS (AZ)		**Type of project:** National
Schedule:	2020		
Status:	Ongoing		
Description:	New separate contingency system installation in Baku ATM AI Center		
Link and references			
ATM MP links:	-		
Other links:	-		
Project included in RP2 Performance Plan:	NA	**Name/Code in RP2 Performance Plan:**	-
Project included in DP:	NA	**Name/Code in DP:**	-
Performance contribution			
Safety:	+++	Enhancing safety.	
Environment:		-	
Capacity:		-	
Cost-efficiency:		-	
Operational efficiency:		-	
Security:		-	

Implementation of the Virtual Tower with remote control on Chilov Island (RTWR_Chilov)			
Organisation(s):	AZANS (AZ)		**Type of project:** National
Schedule:	2020-2021		
Status:	ongoing		
Description:	Implementing remote tower solution at Chilov island to support helicopter operations (2019).Virtual TWR with remote control will placed in Baku airport.		
Link and references			
ATM MP links:	L3: AOP14		
Other links:	-		
Project included in RP2 Performance Plan:	NA	**Name/Code in RP2 Performance Plan:**	-
Project included in DP:	NA	**Name/Code in DP:**	-
Performance contribution			
Safety:	++	enhancing safety	
Environment:		-	
Capacity:	+	Increasing capacity	
Cost-efficiency:	+	-	
Operational efficiency:	+	better operation efficiency	
Security:		-	

Implementation of the Virtual Tower with remote control on Qabala airport (RTWR_Qabala)			
Organisation(s):	AZANS (AZ)	**Type of project:** National	
Schedule:	2020		
Status:	Ongoing		
Description:	Implementation of the Virtual Tower with remote control on Qabala airport. Virtual Tower with remote control will place in Baku airport		
Link and references			
ATM MP links:	-		
Other links:	-		
Project included in RP2 Performance Plan:	-	**Name/Code in RP2 Performance Plan:**	-
Project included in DP:	-	**Name/Code in DP:**	-
Performance contribution			
Safety:	++	enhancing safety of operation	
Environment:		-	
Capacity:	+	increasing capacity	
Cost-efficiency:	+	-	
Operational efficiency:	+	better operation efficiency	
Security:		-	

Installation of METEO radars (METEO AZ)			
Organisation(s):	AZANS (AZ), Ganja Airport (AZ), Nakhchivan Airport (AZ)	**Type of project:** National	
Schedule:	2019-2021		
Status:	completed at Nakhchivan/planned in Gandja		
Description:	Installation of meteo radars at Nakhchivan (completed in 2019) and Ganja (in 2021) Airport.		
Link and references			
ATM MP links:	L3: ITY-ADQ		
Other links:	-		
Project included in RP2 Performance Plan:	NA	**Name/Code in RP2 Performance Plan:**	-
Project included in DP:	NA	**Name/Code in DP:**	-
Performance contribution			
Safety:	++	enhancing safety of operation	
Environment:	+	-	
Capacity:	+	increasing capacity	
Cost-efficiency:	+	improving cost efficiency	
Operational efficiency:	+	better operation efficiency	
Security:		-	

Installation of new satellite connection system with adjacent ATS centres (SAT_AZ)			
Organisation(s):	AZANS (AZ)	**Type of project:** National	
Schedule:	2018		
Status:	Completed		
Description:	Creating a satellite communication system between the ATC units in Azerbaijan.		
Link and references			
ATM MP links:	-		
Other links:	-		
Project included in RP2 Performance Plan:	NA	**Name/Code in RP2 Performance Plan:**	-
Project included in DP:	NA	**Name/Code in DP:**	-
Performance contribution			
Safety:	+++	-	
Environment:		-	
Capacity:	++	-	
Cost-efficiency:	+++	-	
Operational efficiency:	++	-	
Security:		-	

MSSR Radar installation at Yevlakh Airport (MSSR_Yevlakh)			
Organisation(s):	AZANS (AZ)	**Type of project:** National	
Schedule:	2017		
Status:	Completed in 2018		
Description:	Installation of new MSSR radar at Yevlekh airport.		
Link and references			
ATM MP links:	L3: ITY-SPI		
Other links:	-		
Project included in RP2 Performance Plan:	NA	**Name/Code in RP2 Performance Plan:**	-
Project included in DP:	NA	**Name/Code in DP:**	-
Performance contribution			
Safety:	+++	-	
Environment:		-	
Capacity:	+++	-	
Cost-efficiency:		-	
Operational efficiency:	+++	-	
Security:		-	

MoC with "Rosaeronavigation"(Russia)			
Organisation(s):	AZANS (AZ)		**Type of project:** National
Schedule:	2020		
Status:	planned		
Description:	-		
Link and references			
ATM MP links:	-		
Other links:	-		
Project included in RP2 Performance Plan:	-	**Name/Code in RP2 Performance Plan:**	-
Project included in DP:	-	**Name/Code in DP:**	-
Performance contribution			
Safety:		-	
Environment:		-	
Capacity:		-	
Cost-efficiency:		-	
Operational efficiency:		-	
Security:		-	

Modernisation of ILS at Baku Airport (ILS-Baku)			
Organisation(s):	AZANS (AZ), BAKU - Heydar Aliyev International Airport (AZ)		**Type of project:** National
Schedule:	2019		
Status:	Planned		
Description:	Modernisation of ILS RWY34 at Baku Airport.		
Link and references			
ATM MP links:	L2: CNS-0001-A		
Other links:	-		
Project included in RP2 Performance Plan:	NA	**Name/Code in RP2 Performance Plan:**	-
Project included in DP:	NA	**Name/Code in DP:**	-
Performance contribution			
Safety:	+++	enhanced safety of operation	
Environment:		-	
Capacity:	+++	-	
Cost-efficiency:		-	
Operational efficiency:	+++	-	
Security:		-	

National airspace develop strategy			
Organisation(s):	AZANS (AZ)		**Type of project:** National
Schedule:	2020		
Status:	ongoing		
Description:	-		
Link and references			
ATM MP links:	-		
Other links:	-		
Project included in RP2 Performance Plan:	-	**Name/Code in RP2 Performance Plan:**	-
Project included in DP:	-	**Name/Code in DP:**	-
Performance contribution			
Safety:	++	-	
Environment:	+	-	
Capacity:	++	-	
Cost-efficiency:	+	-	
Operational efficiency:	++	-	
Security:	+	-	

Runway extension and ATC system renewal at Zaqatala International Airport (RWY-UBBY)			
Organisation(s):	AZANS (AZ)		**Type of project:** National
Schedule:	2018		
Status:	Completed		
Description:	Extension of the runway at Zaqatala airport in order to handle aircraft of higher capacity. The project also encompasses ATC system renewal to serve Zaqatala TMA.		
Link and references			
ATM MP links:	-		
Other links:	-		
Project included in RP2 Performance Plan:	-	**Name/Code in RP2 Performance Plan:**	-
Project included in DP:	-	**Name/Code in DP:**	-
Performance contribution			
Safety:	+++	Increased safety through better infrastructure.	
Environment:		-	
Capacity:	+++	Increased capacity through better facilities and infrastructure.	
Cost-efficiency:		-	
Operational efficiency:		-	
Security:		-	

The second phase of installation of ADS-B and WAM system (Phase II ADS-B)			
Organisation(s):	AZANS (AZ)		**Type of project:** National
Schedule:	2019		
Status:	Ongoing		
Description:	Second stage of implementation of ADS=B and WAM in Azerbaijan, building on completed project (Phase 1) completed in 2012.		
Link and references			
ATM MP links:	L3: ITY-ACID, ITY-SPI		
Other links:	-		
Project included in RP2 Performance Plan:	NA	**Name/Code in RP2 Performance Plan:**	-
Project included in DP:	NA	**Name/Code in DP:**	-
Performance contribution			
Safety:	+++	-	
Environment:		-	
Capacity:	+++	-	
Cost-efficiency:	+	-	
Operational efficiency:	+++	-	
Security:		-	

TopSky-ATFM system new features implementation and integration with ECO system			
Organisation(s):	AZANS (AZ)		**Type of project:** National
Schedule:	2020		
Status:	ongoing		
Description:	-		
Link and references			
ATM MP links:	-		
Other links:	-		
Project included in RP2 Performance Plan:	-	**Name/Code in RP2 Performance Plan:**	-
Project included in DP:	-	**Name/Code in DP:**	-
Performance contribution			
Safety:		-	
Environment:		-	
Capacity:	+	-	
Cost-efficiency:		-	
Operational efficiency:	++	-	
Security:		-	

Upgrade of the Nakhchivan Airport runway and navigation AIDS (ATM-UBBN)			
Organisation(s):	Nakhchivan Airport (AZ)	**Type of project:** National	
Schedule:	2019-2020		
Status:	Ongoing		
Description:	Upgrade of the system at Nakhchivan Airport.		
Link and references			
ATM MP links:	-		
Other links:	-		
Project included in RP2 Performance Plan:	-	**Name/Code in RP2 Performance Plan:**	-
Project included in DP:	-	**Name/Code in DP:**	-
Performance contribution			
Safety:	+++	Increased safety through new equipment.	
Environment:		-	
Capacity:	+++	New capacity through renewed infrastructure.	
Cost-efficiency:		-	
Operational efficiency:	+++	Better operational efficiency through new technology.	
Security:		-	

implementation of UTM center			
Organisation(s):	AZANS (AZ)	**Type of project:** National	
Schedule:	2020		
Status:	Planned		
Description:	implementation of UTM (Unmanned Aircraft System Traffic Management) Centre for safe integration of unmanned aircraft into controlled airspace		
Link and references			
ATM MP links:	-		
Other links:	-		
Project included in RP2 Performance Plan:	-	**Name/Code in RP2 Performance Plan:**	-
Project included in DP:	-	**Name/Code in DP:**	-
Performance contribution			
Safety:	+++	enhancing safety of operation	
Environment:		-	
Capacity:		-	
Cost-efficiency:		-	
Operational efficiency:	++	better operation efficiency	
Security:		-	

2.2. Multinational Projects

OLDI system implementation. (OLDI)			
Organisation(s):	AZANS (AZ)	**Type of project:** Multinational	
Schedule:	2019		
Status:	Completed		
Description:	Implementation of OLDI system between Baku ACC centre and Rostov ACC centre is completed. Implementation with Tbilisi ATC Centre (Georgia) is in plan for 2020. Teheran ATC Centre is not equipped for OLDI, so alternative AIDC function is planning for use in 2020. OLDI Implementations with Aktau ATC Centre (Kazakhstan) and Turkmenbashi ATC Centre (Turkmenistan) are not discussed yet.		
Link and references			
ATM MP links:	L3: ATC17		
Other links:	-		
Project included in RP2 Performance Plan:	-	**Name/Code in RP2 Performance Plan:**	-
Project included in DP:	-	**Name/Code in DP:**	-
Performance contribution			
Safety:	+++	Enhancing safety of operations through more efficient COMs.	
Environment:		-	
Capacity:	+++	Creating new capacity in Baku ACC.	
Cost-efficiency:		-	
Operational efficiency:	+++	Better operational efficiency through more efficient transfer of responsibility.	
Security:		-	
Cooperation Activities:	OLDI with Rostov is in operation since 5.12.2019 ongoing. Tbilisi is scheduled in 2020.		

3. Annexes

3.1. 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		

EUROCONTROL LSSIP Support

Function	Directorate	Name
LSSIP Contact Person	NMD/INF/PAS	alessandro.prestigiacomo@eurocontrol.int
LSSIP Support Team	NMD/INF/PAS	lssip.support@eurocontrol.int

Other Focal Points

Other Focal Points	Organisation	Name
Focal Point for NETSYS	AZANS	Alexander TELEGIN