EUROCONTROL

LSSIP 2020 - ESTONIA
LOCAL SINGLE SKY IMPLEMENTATION

Level 1 - Implementation Overview

FOREWORD

We as the EUROCONTROL Network Manager have a major task to support aviation and all our partners; this is particularly true during these complex times of COVID 19 pandemic. We work with all the operational stakeholders to manage a seamless European airspace, linking together the elements of the European air traffic management system into a single value chain. Focusing on performance of the European network, we partner with the operational stakeholders to enable flights to reach their destination safely, on time, with the least possible impact on environment and in a cost-efficient way. In particular, in these difficult times, we are paving the way for a rapid and agile recovery committed to bring back better aviation.

For more than 27 years, the EUROCONTROL Local Single Sky ImPlementation (LSSIP) process, methodology, tools and documents annually express the commitment of civil and military national organisations (Regulators and National Supervisory Authorities, Air Navigation Service Providers and Airport Operators), and their cooperation towards the implementation of the European ATM Master Plan Level 3, also known as the European Single Sky ImPlementation (ESSIP) process.

The LSSIP documents provide an extensive, consolidated and harmonised picture, for the benefit of the ATM community at large, of how all ECAC States as well as States having a Comprehensive Agreement with EUROCONTROL, and stakeholders concerned, are progressing in planning and deploying all mature elements of the European ATM Master Plan and the various European aviation policies.

In addition, EUROCONTROL is promoting practices to avoid unnecessary duplication of reporting. We are cooperating with the SESAR Deployment Manager, the SESAR Joint Undertaking, the European Defence Agency and NATO to ensure the optimisation of the reporting mechanisms bringing all the processes into a single value chain.

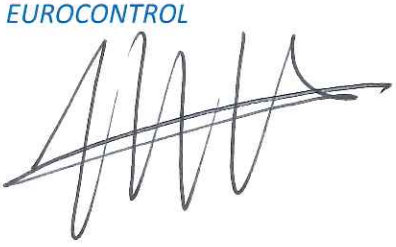
The reliability and quality of the data provided by the national stakeholders allowed, for the sixth consecutive year, the information in the LSSIP documents to constitute the sole source of information for the development of ICAO's Aviation System Block Upgrades (ASBUs) Implementation Monitoring Report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

We believe now is the time to build back better aviation. The exceptional situation we are living in shows the importance of a robust planning and monitoring process for the European ATM implementation in our evolving environment. In preparation of the next cycle of LSSIP documents ("LSSIP2021"), we therefore are working jointly and in close collaboration with the operational stakeholders towards a single Network Manager Planning Process integrating the Network Operations Plan (NOP), the LSSIP and the Operational Excellence Programme (OEP). We are working together with the SESAR Deployment Manager to streamline the reporting processes of LSSIP and PCP/CP1 in order to ensure a single reporting mechanism for all stakeholders.

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

Enjoy the reading!

Iacopo PRISSINOTTI
Director NM – Network Manager
EUROCONTROL



Document Title	LSSIP Year 2020 for Estonia
Info Centre Reference	20/12/22/60
Date of Edition	10/03/2021
LSSIP Focal Point	Moonika Käst – moonika.kast@transpordiamet.ee Estonian Transport Administration, Aviation Division
LSSIP Contact Person	Luca Dell'Orto – luca.dellorto@eurocontrol.int EUROCONTROL/NMD/INF/PAS
LSSIP Support Team	lssip.support@eurocontrol.int
Status	Released
Intended for	Agency Stakeholders
Available in	https://www.eurocontrol.int/service/local-single-sky-implementation-monitoring

Reference Documents	
LSSIP Documents	https://www.eurocontrol.int/service/local-single-sky-implementation-monitoring
Master Plan Level 3 – Plan Edition 2020	https://www.eurocontrol.int/publication/european-atm-master-plan-implementation-plan-level-3
Master Plan Level 3 – Report Year 2020	https://www.eurocontrol.int/publication/european-atm-master-plan-implementation-report-level-3
European ATM Portal	https://www.atmmasterplan.eu/
STATFOR Forecasts	https://www.eurocontrol.int/statfor
National AIP	https://aim.eans.ee/
FAB Performance Plan	https://www.nefab.eu/docs

APPROVAL SHEET

The following authorities have approved all parts of the LSSIP Year 2020 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 2020.

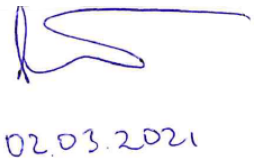
Stakeholder / Organisation	Name	Position	Signature and date
Estonian Transport Administration	Rait Kalda	Director of Aviation Division	
EANS	Ivar Värk	Chairman of Management Board and CEO	 02.03.2021
Estonian Air Force	Rauno Sirk	Active Commander of the Estonian Air Force Colonel	 02 March 2021
Tallinn Airport Ltd	Riivo Tuvike	Chairman of Management Board	 9.03.21

TABLE OF CONTENTS

Executive Summary

National ATM Context

Member State of:

Main airport covered by LSSIP: EETN

Main national stakeholders:

- The Estonian Transport Administration (until 31.12.2020 Estonian CAA)
- The Navigation Services Agency
- The Air Force
- The Military Air Traffic Service Office
- The Airports

In 2020 the GDP decreased by 3,2% due to economic crises caused by COVID-19. The forecast for 2021 is 2,6% increase.

All the IREs targeted by the PBN IR have already RNP APCH procedures implemented with 3 lines of minima (one more runway is planned to engage).

Estonia's PBN Implementation plan has been developed and consulted with all Stakeholders, Network Manager and IATA. It was approved by Estonian CAA in November 2020.

Navigation infrastructure assessment study has been finalized. Based on assessment study's results the Navigation Infrastructure Rationalization plan has been developed.

Tallinn aerodrome traffic area modernization phase 2 works are in progress. The end is planned for DEC 2021.

Traffic and Capacity

Summer Forecast (May to October inclusive)

Tallinn ACC

Estonia is part of: The North European Functional Airspace Block

Number of national projects: 4
Number of FAB projects: 2
Number of multinational projects: 2

Summary of 2020 developments:

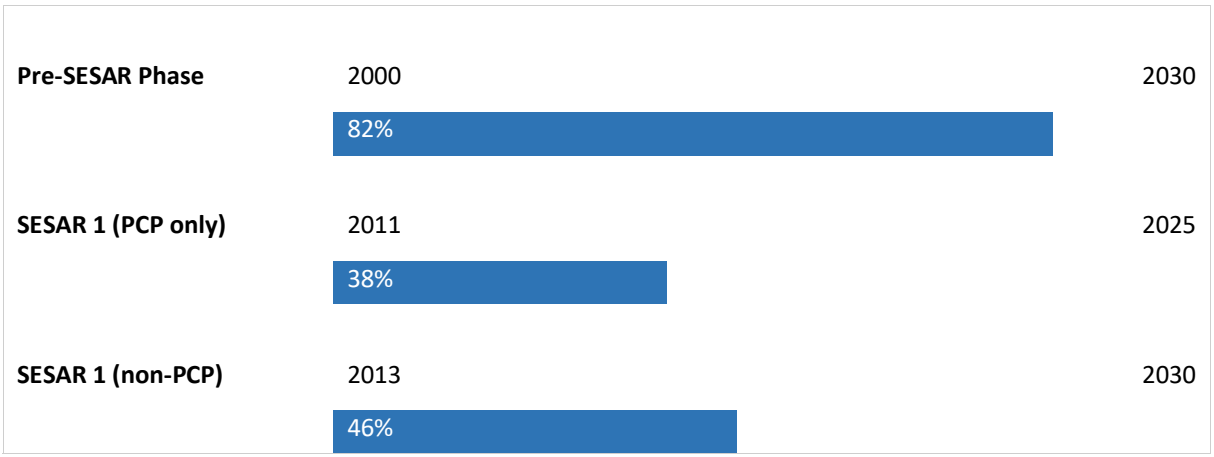
- ATS routes removed on 2020 (FRA);
- EANS underwent restructuring.

Progress per SESAR Phase

The figure below shows the progress made so far in the implementation of the SESAR baseline (Pre-SESAR and SESAR1 non-PCP) and the PCP elements.

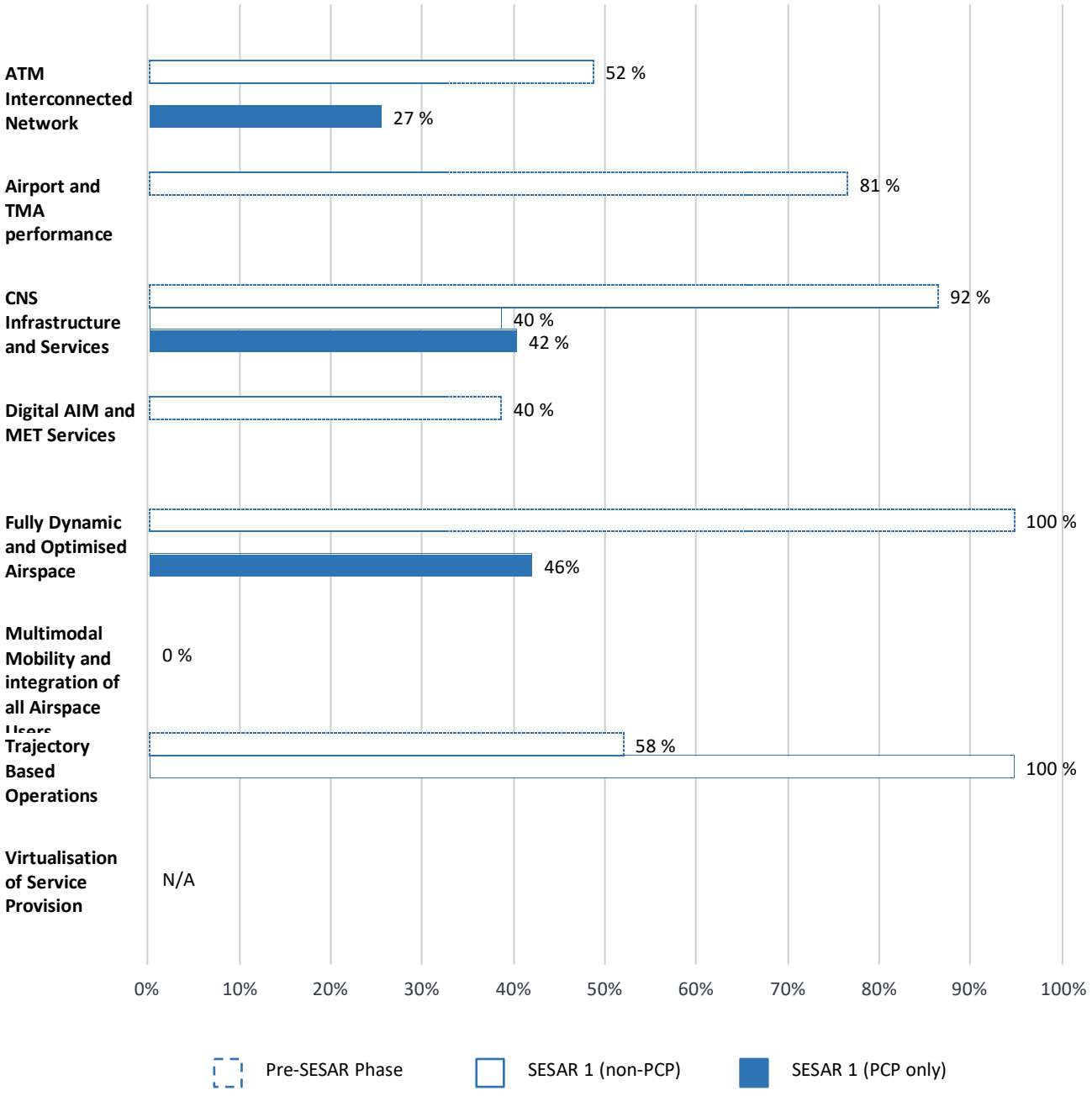
It shows the average implementation progress for all objectives grouped by SESAR Phases, excluding those for which the State is outside the applicability area as defined on a yearly basis in the European ATM Master Plan (Level 3) 2020, i.e. disregarding the declared "NOT APPLICABLE" LSSIP progress status.

The SESAR 1 (non-PCP) progress in the graphics below for Estonia is based on the following objectives: ATC02.9, NAV12 and COM11.2.



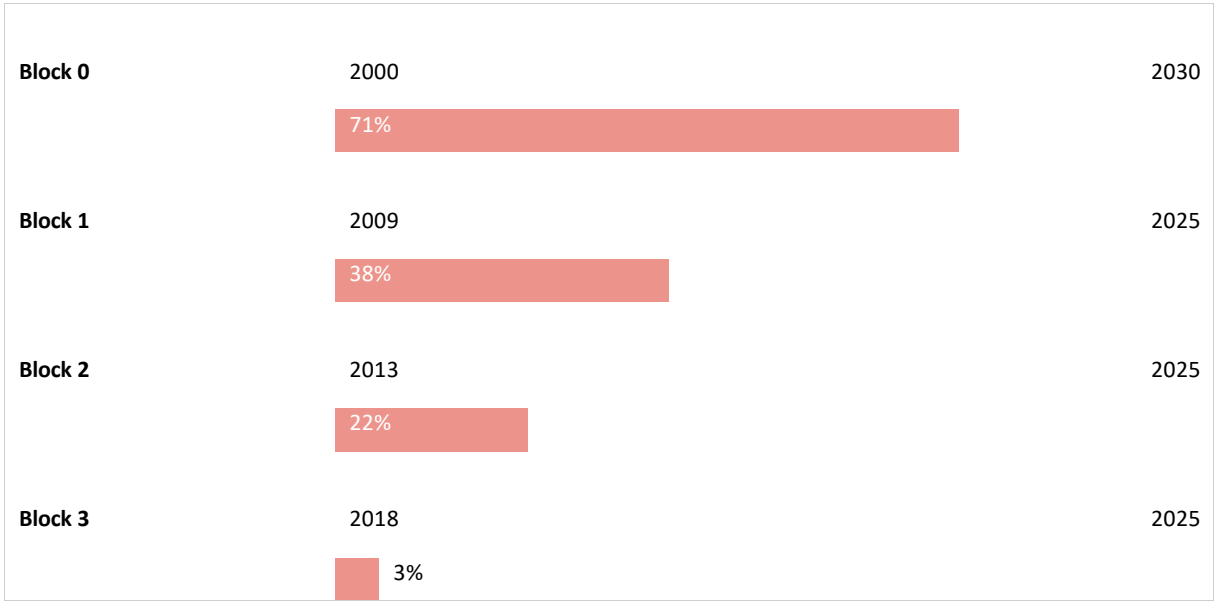
Progress per SESAR Essential Operational Changes and Phase

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



ICAO ASBUs Progress Implementation

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



ATM Deployment Outlook

State Objectives

✓	**Deployed in 2019 - 2020**	**- 8,33 kHz Air-Ground Voice Channel Spacing below FL195** ITY-AGVCS2 - 100 % progress **- Migrate from AFTN to AMHS** COM10 - 100 % progress

By 2021	By 2022	By 2023	By 2024+
- Initial ATC Air-Ground Data Link Services ITY-AGDL - 94 % progress **- Electronic Terrain and Obstacle Data (eTOD)** INF07 - 06 % progress **- Traffic Complexity Assessment** FCM06 - 00 % progress **- Harmonise Operational Air Traffic (OAT) and General Air Traffic (GAT) Handling** AOM13.1 - 06 % progress **- Automated Support for Conflict Detection, Resolution Support Information and Conformance Monitoring** ATC12.1 - 83 % progress **- Management of Pre-defined Airspace Configurations** AOM19.4 - 00 % progress **- Full Rolling ASM/ATFCM Process and ASM Information Sharing** AOM19.3 - 10 % progress **- Ensure Quality of Aeronautical Data and Aeronautical Information** ITY-ADQ - 74 % progress **- Short Term ATFCM Measures (STAM) - Phase 2** FCM04.2 - 00 % progress **- ASM Management of Real-Time Airspace Data** AOM19.2 - 30 % progress **- Interactive Rolling NOP**	**- RNAV 1 in TMA Operations** NAV03.1 - 88 % progress **- Voice over Internet Protocol (VoIP) in Airport/Terminal** COM11.2 - 40 % progress **- Ground-Based Safety Nets** ATC02.8 - 58 % progress **- Collaborative Flight Planning** FCM03 - 98 % progress **- RNP Approach Procedures to instrument RWY** NAV10 - 76 % progress **- Voice over Internet Protocol (VoIP) in En-Route** COM11.1 - 42 % progress **- Surveillance Performance and Interoperability** ITY-SPI - 89 % progress		**- Information Exchanges using the SWIM Yellow TI Profile** INF08.1 - 03 % progress

FCM05 - 31 % progress **- Aircraft Identification** ITY-ACID - 92 % progress			

Airport Objectives - Tallinn Airport

✓ **Deployed in 2019 - 2020** None

By 2021	By 2022	By 2023	By 2024+
	- Airport Collaborative Decision Making (A-CDM) AOP05 - 17 % progress	**- Continuous Descent Operations (CDO)** ENV01 - 62 % progress	

Overall situation of Implementation Objectives

Main Objectives	Topic	Progress at the end of 2020	Status	2020	2021	2022	2023	2024	2025	>2025
AOM13.1	Harmonise Operational Air Traffic (OAT) and General Air Traffic (GAT) Handling	6%	Late							
AOM19.1	ASM Support Tools to Support Advanced FUA (AFUA)	100%	Completed			*				
AOM19.2	ASM Management of Real-Time Airspace Data	30%	Ongoing			*				
AOM19.3	Full Rolling ASM/ATFCM Process and ASM Information Sharing	10%	Ongoing			*				
AOM19.4	Management of Pre-defined Airspace Configurations	0%	Planned			*				
AOM21.1	Direct Routing	0%	Not Applicable							
AOM21.2	Free Route Airspace	100%	Completed			*				
AOP04.1(EETN)	Advanced Surface Movement Guidance and Control System A-SMGCS Surveillance (former Level 1)	100%	Completed		*					
AOP04.2(EETN)	Advanced Surface Movement Guidance and Control System (A-SMGCS) Runway Monitoring and Conflict Alerting (RMCA) (former Level 2)	100%	Completed		*					
AOP05(EETN)	Airport Collaborative Decision Making (A-CDM)	17%	Late		*					
AOP10(EETN)	Time-Based Separation	0%	Not Applicable					*		
AOP11(EETN)	Initial Airport Operations Plan	0%	Not Applicable		*					
AOP12(EETN)	Improve Runway and Airfield Safety with Conflicting ATC Clearances (CATC) Detection and Conformance Monitoring Alerts for Controllers (CMAC)	0%	Not Applicable		*					
AOP13(EETN)	Automated Assistance to Controller for Surface Movement Planning and Routing	0%	Not Applicable					*		
AOP14(EETN)	Remote Tower Services	0%	Not Applicable							2030
AOP15(EETN)	Enhanced traffic situational awareness and airport safety nets for the vehicle drivers	0%	Not Applicable							2030
AOP16(EETN)	Guidance assistance through airfield ground lighting	0%	Not Applicable							2030

Main Objectives	Topic	Progress at the end of 2020	Status	2020		2021		2022		2023		2024		2025		>2025
AOP17(EETN)	Provision/integration of departure planning information to NMOC	0%	Not Applicable													2030
AOP18(EETN)	Runway Status Lights (RWSL)	0%	Not Applicable													2030
ATC02.2	Implement ground based safety nets - Short Term Conflict Alert (STCA) - level 2 for en-route operations	100%	Completed													
ATC02.8	Ground-Based Safety Nets	58%	Ongoing					*								
ATC02.9	Short Term Conflict Alert (STCA) for TMAs	100%	Completed		*											
ATC07.1(EETN)	AMAN Tools and Procedures	0%	Not Applicable	*												
ATC12.1	Automated Support for Conflict Detection, Resolution Support Information and Conformance Monitoring	83%	Ongoing					*								
ATC15.1	Information Exchange with En-route in Support of AMAN	100%	Completed													
ATC15.2	Arrival Management Extended to En-route Airspace	0%	Not yet planned									*				
ATC16	Implement ACAS II compliant with TCAS II change 7.1	100%	Completed													
ATC17	Electronic Dialogue as Automated Assistance to Controller during Coordination and Transfer	100%	Completed					*								
ATC18	Multi-Sector Planning En-route - 1P2T	0%	Not Applicable													2030
ATC19	Enhanced AMAN-DMAN integration	0%	Not Applicable													2030
ATC20	Enhanced STCA with down-linked parameters via Mode S EHS	0%	Not Applicable													2030
COM10	Migrate from AFTN to AMHS	100%	Completed													
COM11.1	Voice over Internet Protocol (VoIP) in En-Route	42%	Ongoing					*								
COM11.2	Voice over Internet Protocol (VoIP) in Airport/Terminal	40%	Ongoing								*					
COM12	New Pan-European Network Service (NewPENS)	100%	Completed											*		
ENV01(EETN)	Continuous Descent Operations (CDO)	62%	Ongoing								*					
ENV02(EETN)	Airport Collaborative Environmental Management	100%	Completed													2030
ENV03(EETN)	Continuous Climb Operations (CCO)	0%	Not Applicable													2030

Main Objectives	Topic	Progress at the end of 2020	Status	2020		2021		2022		2023		2024		2025		>2025
FCM01	Implement enhanced tactical flow management services	100%	Completed													
FCM03	Collaborative Flight Planning	98%	Ongoing					*								
FCM04.2	Short Term ATFCM Measures (STAM) - Phase 2	0%	Planned					*								
FCM05	Interactive Rolling NOP	31%	Ongoing					*								
FCM06	Traffic Complexity Assessment	0%	Planned					*								
INF07	Electronic Terrain and Obstacle Data (eTOD)	6%	Late													
INF08.1	Information Exchanges using the SWIM Yellow TI Profile	3%	Ongoing											*		
ITY-ACID	Aircraft Identification	92%	Late	*												
ITY-ADQ	Ensure Quality of Aeronautical Data and Aeronautical Information	74%	Late													
ITY-AGDL	Initial ATC Air-Ground Data Link Services	94%	Late	*												
ITY-AGVCS2	8,33 kHz Air-Ground Voice Channel Spacing below FL195	100%	Completed		*											
ITY-COTR	Implementation of ground-ground automated co-ordination processes	100%	Completed													
ITY-FMTP	Common Flight Message Transfer Protocol (FMTP)	100%	Completed													
ITY-SPI	Surveillance Performance and Interoperability	89%	Late		*											
NAV03.1	RNAV 1 in TMA Operations	88%	Ongoing													2030
NAV03.2	RNP 1 in TMA Operations	0%	Not Applicable									*				
NAV10	RNP Approach Procedures to instrument RWY	76%	Ongoing									*				
NAV12	ATS IFR Routes for Rotorcraft Operations	0%	Not yet planned													2030
SAF11	Improve Runway Safety by Preventing Runway Excursions	100%	Completed													

LEGEND:

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

Introduction

The Local Single Sky ImPlementation (LSSIP) documents, as an integral part of the Master Plan (MP) Level 3 (L3)/LSSIP mechanism, constitute a short/medium term implementation plan containing ECAC States' actions to achieve the Implementation Objectives as set out by the MP Level 3 and to improve the performance of their national ATM System. This LSSIP document describes the situation in the State at the end of December 2020, together with plans for the next years.

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

Chapter 2 provides a comprehensive picture of the situation of Air Traffic, Capacity and ATFM Delay per each ACC in the State. It shows the evolution of Air Traffic and Delay in the last five years and the forecast for the next five years. It also presents the planned projects assumed to offer the required capacity, taking into account the current aviation situation caused by the COVID19 crisis;

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

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

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

The Level 1 document is completed with a separate document called LSSIP Level 2. This document consists of a set of tables organised in line with the list of Implementation Objectives. Each table contains all the actions planned by the four national stakeholders (REG, ASP, MIL and APO) to achieve their respective Stakeholder Lines of Action (SLoAs) as established in the European ATM Master Plan L3 Implementation Plan Edition 2020. In addition, it covers a detailed description of the Implementation Projects for the State as extracted from the LSSIP DataBase.

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

1. National ATM Environment

1.1. Geographical Scope

International Membership

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

Organisation		Since
CANSO	✓	1 January 2000
ECAC	✓	1995
EUROCONTROL	✓	1 January 2015
European Union	✓	1 May 2004
EASA	✓	1 May 2004
ICAO	✓	24 January 1992
NATO	✓	1 April 2004
ITU	✓	22 April 1992
EDA	✓	12 July 2004

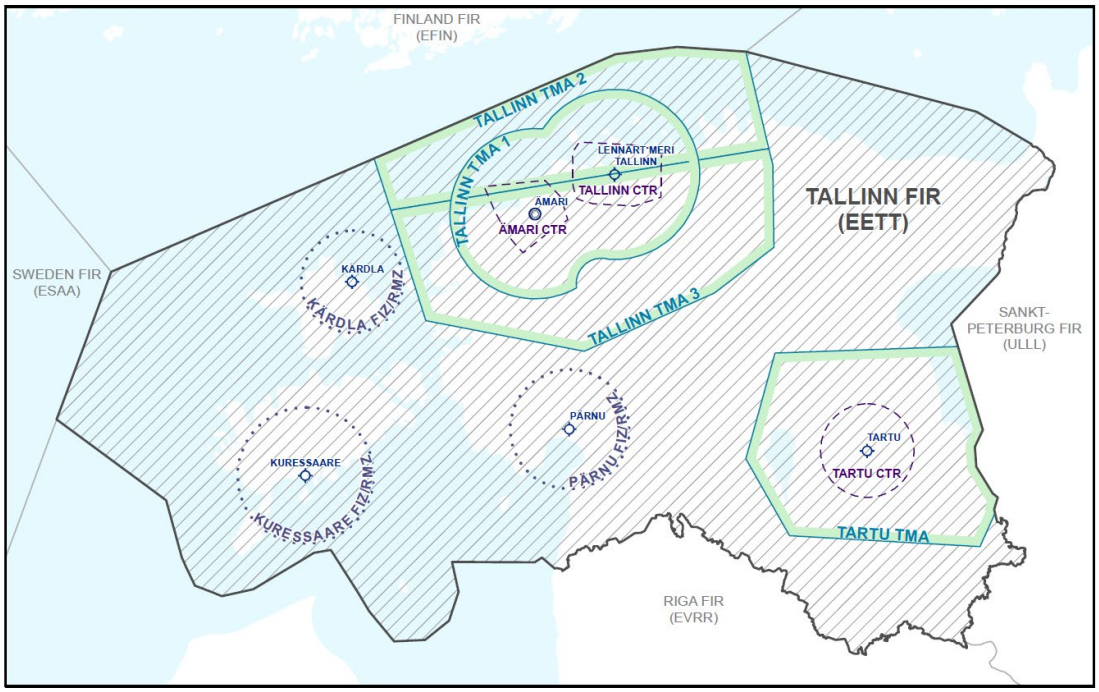
Geographical description of the FIR(s)

The geographical scope of this document addresses the Estonia 'Tallinn Flight Information Region' FIR:

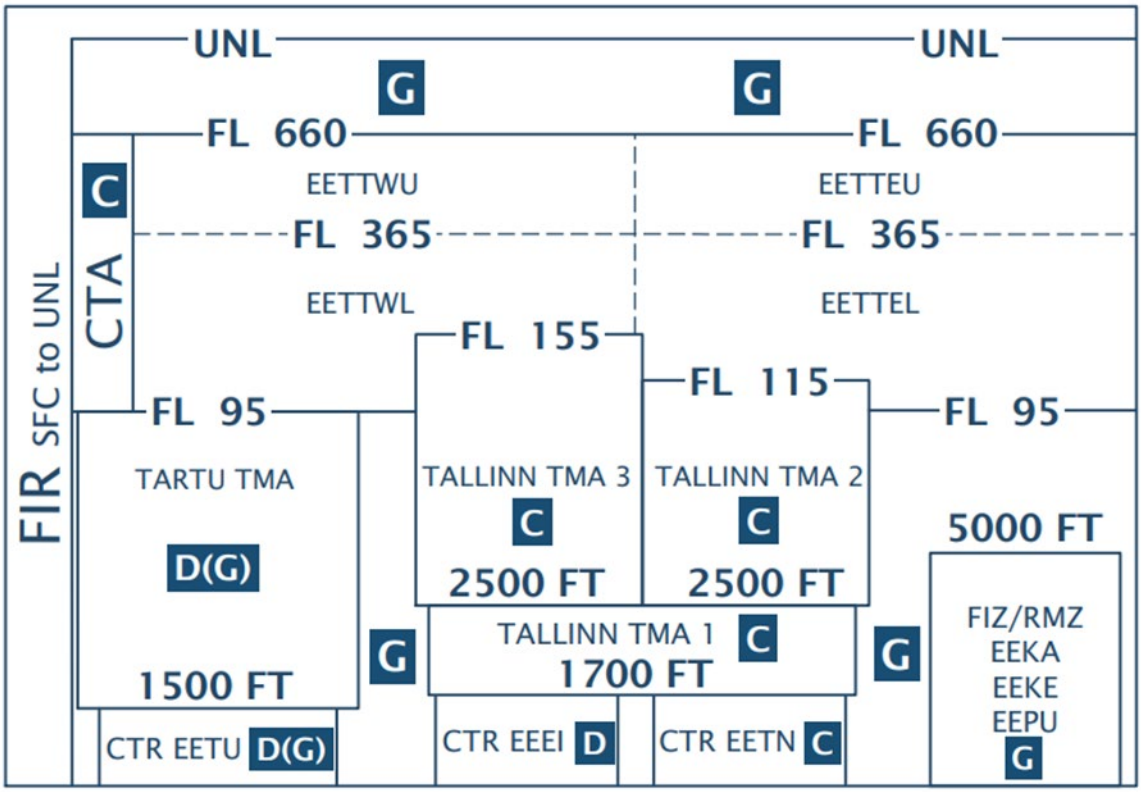
Tallinn FIR is surrounded by FIRs of 4 States, namely Helsinki FIR and Helsinki TMA in the north, St. Petersburg FIR in the east, Riga FIR/TMA in the south and Sweden FIR-s in the west.

St. Petersburg belongs to the Russian Federation, a non- ECAC State.

The Control Area (CTA) covers the geographical limits of the Tallinn FIR from FL 95 up to FL 660. Control Zones (CTR-s) are implemented around 3 airports, namely Tallinn, Tartu and Ämari (Military). In addition, there are Kärdla, Kuressaare and Pärnu FIZ.



Airspace Classification and Organisation



FIR: GND - UNL

CTA: FL 95 - FL 660

In accordance with national regulations, only the Imperial System is used in Estonia.

ATC Units

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

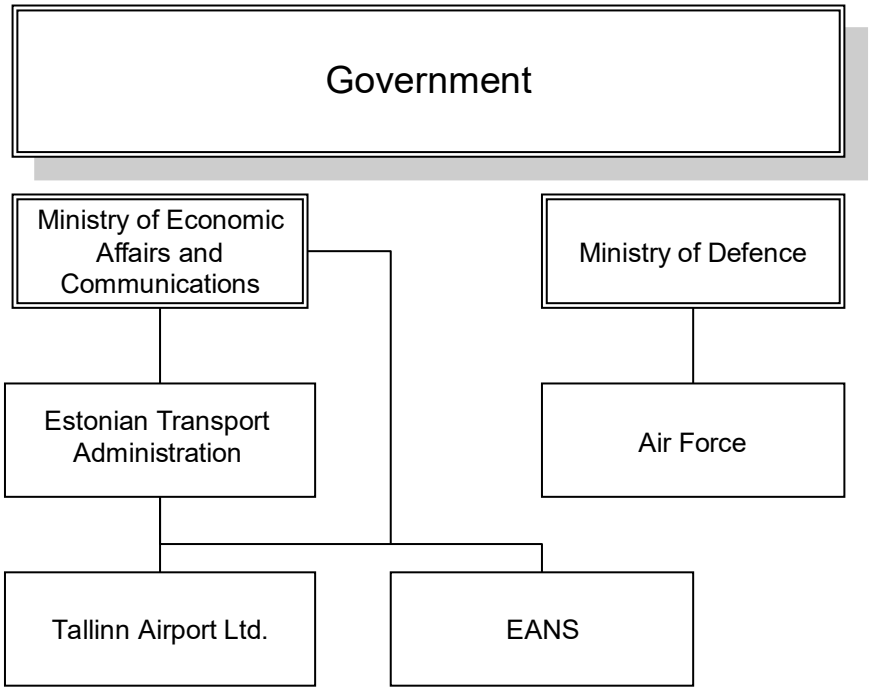
ATC Unit	Number of sectors		Associated FIR(s)	Remarks
	En-route	TMA		
TALLINN ATCC	3	1	Tallinn UTA (Class C) + CTA (Class C)	+ 1 Feeder sector suite operational regularly (EUROCAT 2000) as from Nov 2005
Tallinn APP		1	Tallinn TMA	Collocated with Tallinn ACC
Tartu APP		1	Tartu TMA	

1.2. National Stakeholders

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

- The Ministry of Economic Affairs and Communications (MoEA&C);
- The Estonian Transport Administration (until 31.12.2020 Estonian CAA);
- Estonian Air Navigation Services (Estonian ANS or EANS);
- Ministry of Defence;
- Estonian Defence Forces Air Force;
- Tallinn Airport Ltd.

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



Civil Regulator(s)

General Information

Civil Aviation in Estonia is the responsibility of the Ministry of Economic Affairs and Communications. The different national entities having regulatory responsibilities in ATM are summarised in the table below. The Estonian Transport Administration, Aviation Division is further detailed in the following sections.

Activity in ATM:	Organisation responsible	Legal Basis
Rule-making	Ministry of Economic Affairs and Communications	Rule-making Ministry of Economic Affairs and Communications Statutes of Ministry of Economic Affairs and Communications (Regulation of Government of the Republic of Estonia no. 323 of 23 October 2002)
Safety Oversight	The Estonian Transport Administration, Aviation Division (Estonian NSA) *(from 01.01.2021)*	Safety Oversight Estonian Transport Administration, Aviation Division Aviation Act Statutes of Estonian Transport Administration, Aviation Division (Regulation of the Minister of Economic Affairs and Infrastructure No 82 of 03. December 2020)
Enforcement actions in case of non-compliance with safety regulatory requirements	Estonian NSA	Aviation Act Statutes of Estonian Transport Administration, Aviation Division (Regulation of the Minister of Economic Affairs and Infrastructure No 82 of 03. December 2020)
Airspace	Estonian NSA	Aviation Act Statutes of Estonian Transport Administration, Aviation Division (Regulation of the Minister of Economic Affairs and Infrastructure No 82 of 03. December 2020)
Economic	MoEA&C	Statutes of Ministry of Economic Affairs and Communications (Regulation of Government of the Republic of Estonia no. 323 of 23 October 2002)
Environment	Ministry of Environment	Statutes of Ministry of Environment (Regulation of Government of the Republic of Estonia no. 19 of 10 December 2009)
Security	Estonian NSA	Aviation Act Statutes of Estonian Transport Administration, Aviation Division (Regulation of the Minister of Economic Affairs and Infrastructure No 82 of 03. December 2020)
Accident investigation	Estonian Safety Investigation Bureau (ESIB)	Aviation Act

Estonian Transport Administration, Aviation Division

The Estonian Transport Administration, Aviation Division (Estonian NSA) is in the jurisdiction of the Ministry of Economic Affairs and Communications and it is the Estonian Safety Supervisory Authority, responsible for exercising state supervision over the compliance with the requirements deriving from legal acts regulating the field of activity of Estonian NSA. It has enforcement powers and it is the extra-judicial body, which conducts proceedings in matters of misdemeanours. Estonian NSA participates in the drafting of legal acts concerning its area of activities, makes proposals on the amendments of those legal acts, such as the improvement of Estonian-language aviation terminology, participates in the development of policies, strategies, development plans, prepares and implements projects in its area of activities, including international projects. The Estonian NSA is institutionally separated from the Estonian Service Providers.

Annual Report published:	Y	The Annual Safety report 2020 is under preparation.

National Civil Aviation Master Plan (CAMP):	N	National CAMP is referenced in ICAO resolutions below: • A39-23: No Country Left Behind (NCLB) Initiative (Draws the attention of Contracting States requesting technical cooperation and technical assistance to the advantages to be derived from well-defined projects based on civil aviation master plans) • A39-25: Aviation's contribution towards the United Nations 2030 Agenda for Sustainable Development (Urges Member States to enhance their air transport systems by effectively implementing SARPs and policies while at the same time including and elevating the priority of the aviation sector into their national development plans supported by robust air transport sector strategic plans and civil aviation master plans, thereby leading to the attainment of the SDGs) • A39-26: Resource Mobilization (Requests the Secretary General to develop guidance material to assist States in including and elevating the priority of the aviation sector into their national development plans and developing robust air transport sector strategic plans and civil aviation master plans).

The Estonian Transport Administration website is: https://transpordiamet.ee/en

The organization chart is available in Annexes.

Estonian Air Navigation Services - EANS

Service provided

EANS is a state owned stock company and a main service provider in Tallinn FIR, at Tartu and Tallinn Airports. The Air Traffic Services units of domestic airports provide service in defined portions of terminal airspace and belong to the airport enterprises.

The functions of EANS are:

- Provision of airspace utilisation;
- Provision of Air Traffic Service;
- Publication, exchange and dissemination of Aeronautical Information - Aeronautical Information Services;
- Consultancy Services and expertise in the field of aviation.

	EANS		
Governance:	MoEA&C	**Ownership:**	100% State (MoEA&C)
Services provided	**Y/N**	**Comment**	
ATC en-route	Y		
ATC approach	Y		
ATC Aerodrome(s)	Y	Currently Tallinn and Tartu CTR. There is a plan to start provision of the AFIS also at other Estonian regional airports by using Remote TWR (rAFIS) concept.	
AIS	Y		
CNS	Y		
MET	N	Environment Agency (https://www.keskkonnaagentuur.ee/en)	
ATCO training	Y	EANS provides OJT and complementary training.	
Others			
Additional information:			
Provision of services in other State(s):	N		
Annual Report published:	Y	This is the annual report covering yearly activities of the ANSP.	

Further information is available on the EANS website: http://www.eans.ee/en

The organisation chart is available in Annexes.

ATC systems in use

Main ANSP part of any technology alliance[1]	N	

FDPS

Specify the manufacturer of the ATC system currently in use:	Thales
Upgrade[2] of the ATC system is performed or planned?	Performed in 2017
Replacement of the ATC system by the new one is planned?	Software upgrade
ATC Unit	ACC/APP

SDPS

Specify the manufacturer of the ATC system currently in use:	Thales
Upgrade of the ATC system is performed or planned?	Performed in 2016
Replacement of the ATC system by the new one is planned?	Software upgrade
ATC Unit	ACC/APP

Airports

General information

The main airports of Estonia: Tallinn, Tartu, Kuressaare, Kärdla, Pärnu airports, and Kihnu, Ruhnu airfields are operated by Tallinn Airport Ltd. It is a 100% State owned stock company under the supervision of the Ministry of Economic Affairs and Communications.

Airport(s) covered by the LSSIP

Referring to the List of Airports in the European ATM Master Plan Level 3 Implementation Plan Edition 2020 – Annex 2, it is up to the individual State to decide which additional airports will be reported through LSSIP for those Objectives

The airport that is covered in this LSSIP is Tallinn Airport.

The EUROCONTROL Public Airport Corner also provides information for Tallinn Airport: https://ext.eurocontrol.int/airport_corner_public/EETN.

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

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

Military Authorities

The Military Authorities in Estonia concerned with ATM are:

- Ministry of Defence;

- Defence Forces Air Force Staff;

- Ämari Airbase.

They report to the Ministry of Defence.

Their regulatory, service provision and user role in ATM are detailed below.

Estonian Defence Forces Air Force Staff is responsible for the safety, monitoring of military aviation tasks and participation in decision making progress concerning airspace management.

Ämari Airbase is responsible for air navigation service at Ämari military airfield and within Ämari control zone.

Co-ordination between civil air navigation service providers and the military authorities is ensured through Letters of Agreements (LoAs).

Further information is available on the Estonian Defence Forces website: https://mil.ee/en.

Regulatory role

Regulatory framework and rulemaking

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

Oversight

OAT	GAT
NSA (as per SES reg. 550/2004) for GAT services provided by the military is CAA. NSA for OAT is MoD	NSA (as per SES reg. 550/2004) for GAT services provided by the military is Estonian Transport Administration, Aviation Division.
Additional information: -	Estonian Transport Administration, Aviation Division is responsible for the certification for GAT.

Service Provision role

OAT			GAT	
Services Provided:			Services Provided:	
En-Route	N	En-Route Military fly GAT, the service is provided by EANS	En-Route	N
Approach/TMA	N	EANS	Approach/TMA	N
Airfield/TWR/GND	Y		Airfield/TWR/GND	Y
AIS	Y		AIS	N
MET	Y		MET	Y
SAR	Y		SAR	Y
TSA/TRA monitoring	Y		FIS	Y
Other:		-	Other:	-
Additional Information:			Additional Information:	

Military ANSP providing GAT services SES certified?	Y	If YES, since:	01.05.2017	Duration of the Certificate:	6 years
Certificate issued by:	Estonian Transport Administration, Aviation Division		If NO, is this fact reported to the EC in accordance with SES regulations?		NA
Additional Information: Military provides service to GAT in Ämari CTR.					

User role

IFR inside controlled airspace, Military aircraft can fly?	OAT only	N	GAT only	Y	Both OAT and GAT	N

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

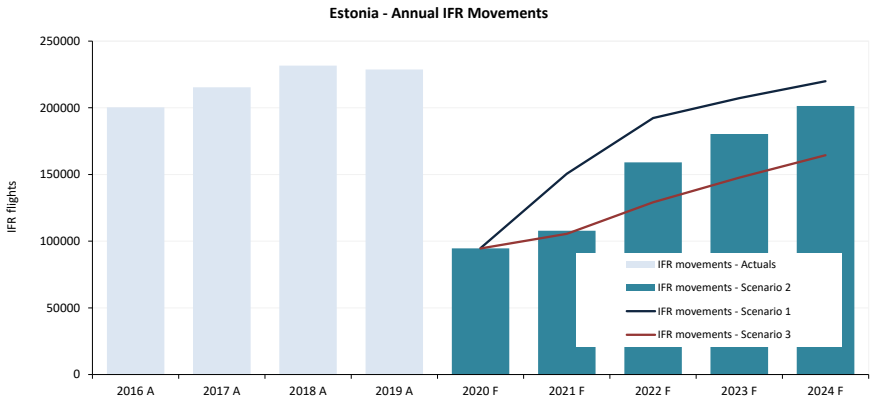
If Military fly GAT-IFR inside controlled airspace, specify existing special arrangements:								
No special arrangements				Y	Exemption from Route Charges			N
Exemption from flow and capacity (ATFCM) measures				N	Provision of ATC in UHF			N
CNS exemptions:	RVSM	N	8.33	N	Mode S	N	ACAS	N
Others:	Provision of ATC in UHF available only by Ämari TWR.							

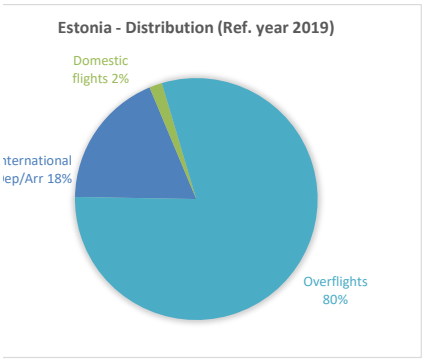
Flexible Use of Airspace (FUA)

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

2. Traffic and Capacity

2.1. Evolution of traffic in Estonia





A = Actual

F = Forecast

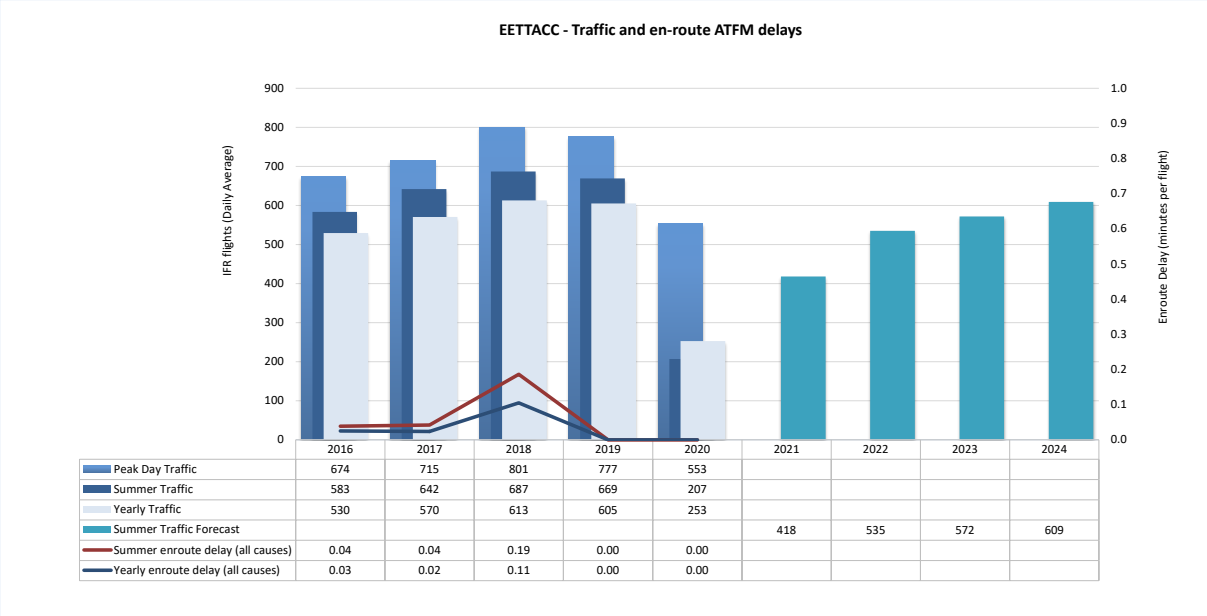
EUROCONTROL Five-Year Forecast 2020-2024									
IFR flights yearly growth		2017 A	2018 A	2019 A	2020 F	2021 F	2022 F	2023 F	2024 F
Estonia	Sc1				-58.5%	58.8%	27.6%	7.8%	6.1%
	Sc2	7.5%	7.5%	-1.3%	-58.6%	13.9%	47.7%	13.3%	11.6%
	Sc3				-58.6%	11.6%	22.3%	14.4%	11.4%
ECAC	Sc1				-55.1%	61.9%	21.9%	8.9%	6.8%
	Sc2	4.0%	3.8%	0.8%	-56.4%	16.6%	41.9%	14.1%	12.2%
	Sc3				-56.6%	14.5%	17.5%	14.8%	11.6%

2020

Traffic in Estonia decreased by 58% in 2020 compared to 2019.

2.2.ACC TALLINN

Traffic and en-route ATFM delays 2016-2024



	2016	2017	2018	2019	2020	2021	2022	2023	2024
Peak Day Traffic	674	715	801	777	553				
Summer Traffic	583	642	687	669	207				
Yearly Traffic	530	570	613	605	253				
Summer Traffic Forecast						418	535	572	609
Summer enroute delay (all causes)	0.04	0.04	0.19	0.00	0.00				
Yearly enroute delay (all causes)	0.03	0.02	0.11	0.00	0.00				

2020 performance

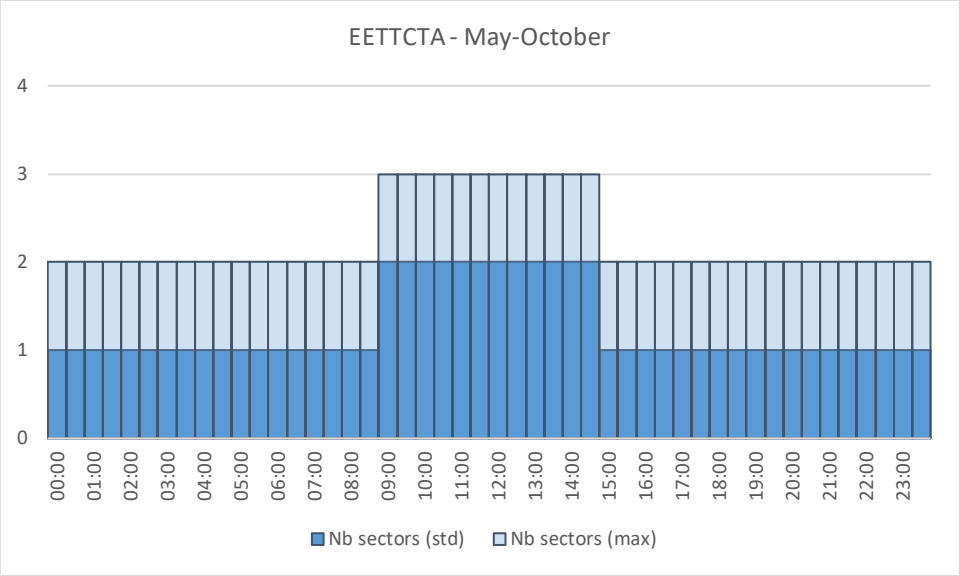
Tallinn ACC	Traffic evolution (2020 vs 2019)	En-route Delay (min. per flight)
	Actual Traffic	All reasons
Year	-58%	0.00
Summer	-69%	0.00

Summer 2020 performance assessment
The average delay per flight was zero in Summer 2020.

Operational actions	Achieved	Comments
Deletion of ATS routes	Yes	Completed as planned.
Staff kept at current level	Yes	
8.33 KHz	Yes	Implemented with some exceptions.
Adaptation of sector opening times	Yes	
Dedicated FIS position	Yes	Technically enabled.

Planning Period – Summer 2021

2021 Summer Capacity Plan	
Free Route Airspace	Implemented in 2015, ATS routes removed 2020
Airspace Management Advanced FUA	
Airport & TMA Network Integration	
Cooperative Traffic Management	
Airspace	End 2021 add modulation to Tallinn FIR to prepare for FINEST project.
Procedures	
Staffing	Kept at current level
Technical	Full 8.33 KHz implementation will be considered at end 2027. Most frequencies are converted and functional.
Capacity	Adaptation of sector opening times
Significant Events	Due to Covid-19 influence, no events
Additional information	



Summer 2021 Outlook
No capacity issues are foreseen for Tallinn ACC in Summer 2021.

3. Implementation Projects

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

3.1. National projects

Name of project	Organisation(s):	Schedule:	Status:	Links
EETN aerodrome modernisation	EANS (EE), TALLINN AIRPORT Ltd. (EE)	1st stage 2016-2017. 2nd stage summer 2018 - end of 2021.	1st stage is completed. From mid of 2018 -summer 2019 drafting of aerodrome design layout; in 2019/2021 planned procurement and building phases.	-
Tallinn Airport A-CDM implementation project	EANS (EE), TALLINN AIRPORT Ltd. (EE)	-	Implementation of A-CDM at Tallinn aerodrome is postponed to the end of 2022 due to delayed Tallinn Aerodrome phase 2. reconstruction and ATM systems upgrade.	L3: AOP05
Remote TWR Implementation	EANS (EE), Estonian NSA (EE), TALLINN AIRPORT Ltd. (EE)	December 2022	The integration of Kuressaare aerodrome is ongoing.	-
Navigation Infrastructure Rationalisation	EANS (EE), Estonian NSA (EE)	December 2022	The procurement has started, PNP implementation plan version 1.0 is approved by Estonian CAA.	L3: NAV03.1

3.2.FAB projects

Name of project	Organisation(s):	Schedule:	Status:	Links
SMS Harmonisation	ANS Finland, Avinor, EANS, LGS	2016-2021	Work in progress	Commission IR (EU) 2017/373
CNS Infrastructure rationalisation: Executing the PBN Implementation Plans	ANS Finland, Avinor, EANS, LGS	2018-2021	Work in progress	FAB project

3.3.Multinational projects

Name of project	Organisation(s):	Schedule:	Status:	Links
Borealis FRA Implementation (Part 2) (2015_227_AF3_A; 2015_227_AF3_B)	ANS Finland (FI), AVINOR AS (NO), EANS (EE), IAAATS Provider (IE), LFV (SE), LGS (LV), NATS (UK), Naviair (DK)	2015 - 2024	Work in progress	L3: AOM21.2

4. Cooperation activities

4.1. FAB Co-ordination

SMS Harmonisation

SMS Harmonisation project was initiated in 2016 with pilot study to specify the concrete proposals, risks and mitigation for areas of possible harmonisation on short and long term.

The overall objective of the SMS Harmonisation is to provide the appropriate support to:

- improve the total efficiency of the Safety Management Systems,
- enable SMS functionalities and processes supporting cross border services,
- enable for improved cost efficiency,
- enable for future integration of SMS functionalities and processes.

The further harmonization process is being aligned with the implementation of the Commission IR (EU) 2017/373. It is considered to support the FAB-wide safety data exchange, aimed at systematic safety data sharing, processing and disseminating between FAB partners. More attention is paid on change management and handling the multi-actor changes.

NEFAB NAV strategy

Based on the NEFAB ANSPs' 5-year strategy, the NEFAB NAV domain mapping was done in 2018, including:

- the brief description of developments and timeline in the national NAV domains;
- the status of national Navigation Strategies and PBN Implementation Plans;
- the estimate on possible areas of cooperation/coordination on FAB level.

The NEFAB Finance and Performance Committee agreed to include harmonisation of CNS/NAV strategies into the NEFAB Strategy Implementation Plan and to recommend the States taking leading role in drafting national NAV strategies and implementing PBN, also governing the implementation in cooperation between all stakeholders.

The PBN Implementation Plans in NEFAB States have been co-ordinately drafted during 2020 and the ANSPs are working with executing their part of Plans.

4.2. Multinational cooperation initiatives

Borealis FRA

The Borealis Alliance is the industrial partnership between 9 European ANSPs - LFV (Sweden), ANS Finland (Finland), Avinor (Norway), Isavia ANS (Iceland), Naviair (Denmark), EANS (Estonia), IAA (Ireland), LGS (Latvia) and NATS (UK). The objective of the Alliance is to enable joint initiatives to improve flight efficiency and reduce environmental impact, delivered across the whole area in a move, which will also streamline cost of services and operational/technical infrastructure.

Alliance continues to work on Free Route Airspace (FRA) Programme execution to create a multi-FAB FRA by establishing interfaces between FRA areas in 3 FABs and Iceland. FRA implementation is still on-going in UK and is expected to complete in 2023.

Meanwhile, the IAA expanded Free Route Airspace (FRA) in 2017 to include Low Level airspace from FL075. In 2019 the Borealis Alliance commenced cross-border FRA between the Maastricht UAC area of responsibility, the DK/SE FAB and the northern part of Germany; and remains open to considering other cross-border proposals should they arise.

Successful FRA implementation in NEFRA airspace enabled the removal of ATS routes in Estonia and Finland. Some other States also consider removal of ATS routes.

NATS intends to implement FRA in the Scottish FIR in December 2021.

FINEST

FINEST programme supports the Single European Sky concept being a bi-lateral cooperation programme between Estonian ANS and ANS Finland with the main aim to provide cross-border services in adjacent airspace, ensuring the business contingency, increasing cost efficiency and sustainability of the services provided.

The programme concept of operations, cost-benefit analysis and detailed explanation from EANS and ANS Finland Management Boards prepared during 2017-2018 gave enough assurance to go further with programme plans. Both EANS Supervisory Board and ANS Finland Board of Directors agree to support the investments needed to be made for the FINEST programme.

FINEST planning phase was finished in 2019 and the implementation has been started in 2020:

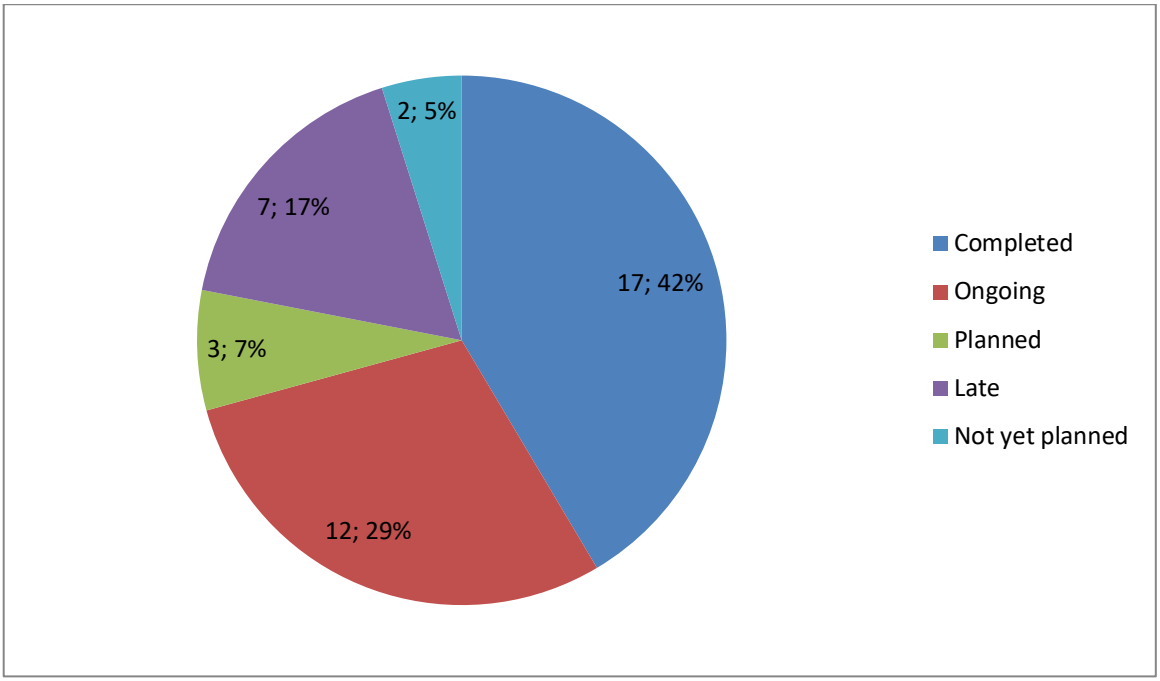
- FINEST airspace has been chosen;
- Operational procedure simulations started;
- Upgrade of technical systems and unified solutions started:
- Cooperation with different internal and external stakeholders started.

FINEST is expected to become operational in April 2022.

5. Implementation Objectives Progress

5.1. State View: Overall Objective Implementation Progress

The graph below shows progress for all Implementation Objectives (applicable and not applicable to the State).



Summary of the implementation of the objectives

During 2020 most of the projects were delayed due to Covid-19 influences.

Delay in the framework of the implementation of ITY-AGDL. LogOn Forward (LOF) and Next Authority Notified (NAN) messages should be implemented on 12/2021.

The objective ITY-ADQ is delayed to the end of 2021.

Implementation of A-CDM (AOP05) at Tallinn aerodrome is postponed to the end of 2022 due to belated Tallinn Aerodrome phase 2. reconstruction and ATM systems upgrade.

Review of IFR OAT harmonization procedures are ongoing.

5.2. Objective Progress per SESAR Essential Operational Changes

Legend:

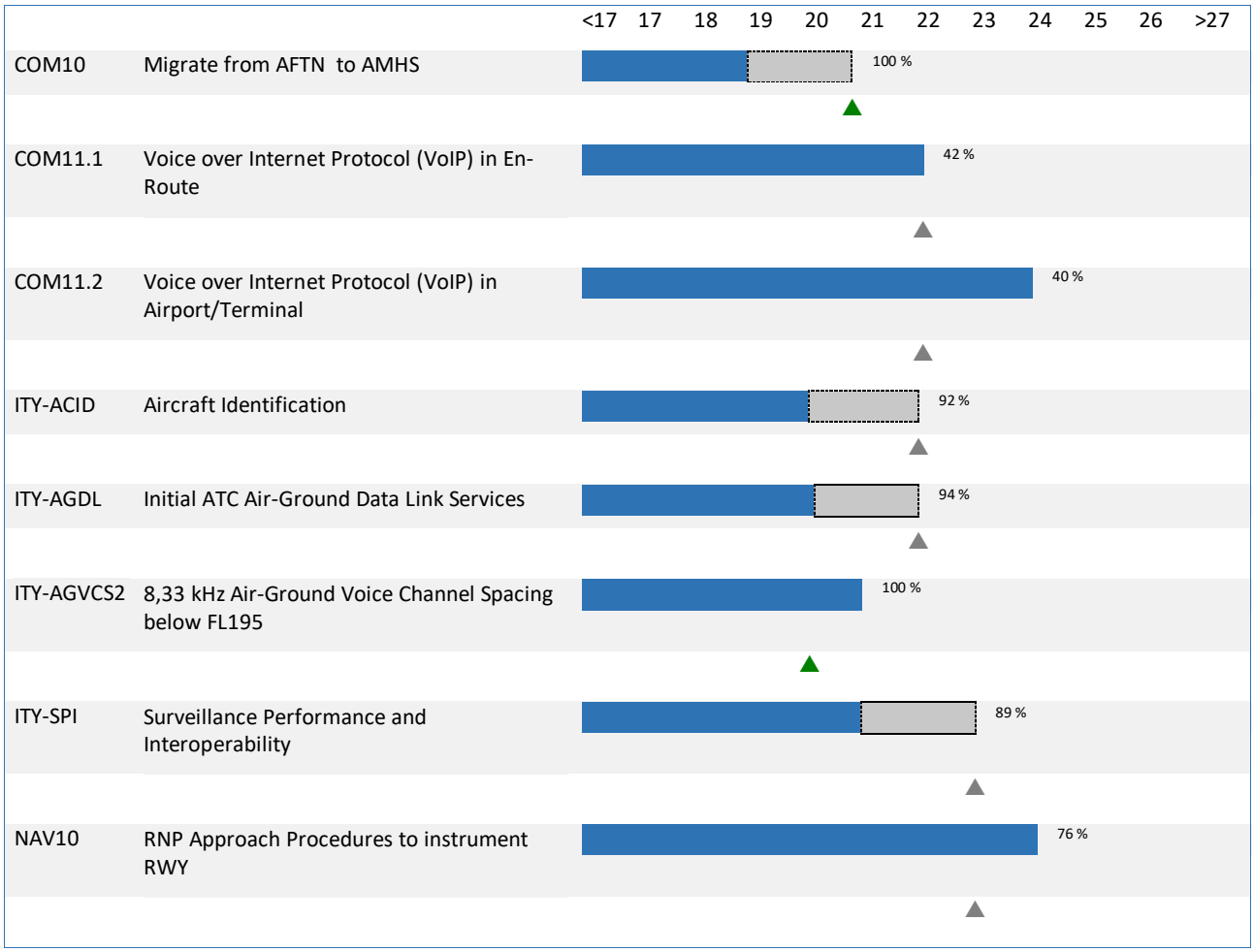
▲ 100% = Objective completed

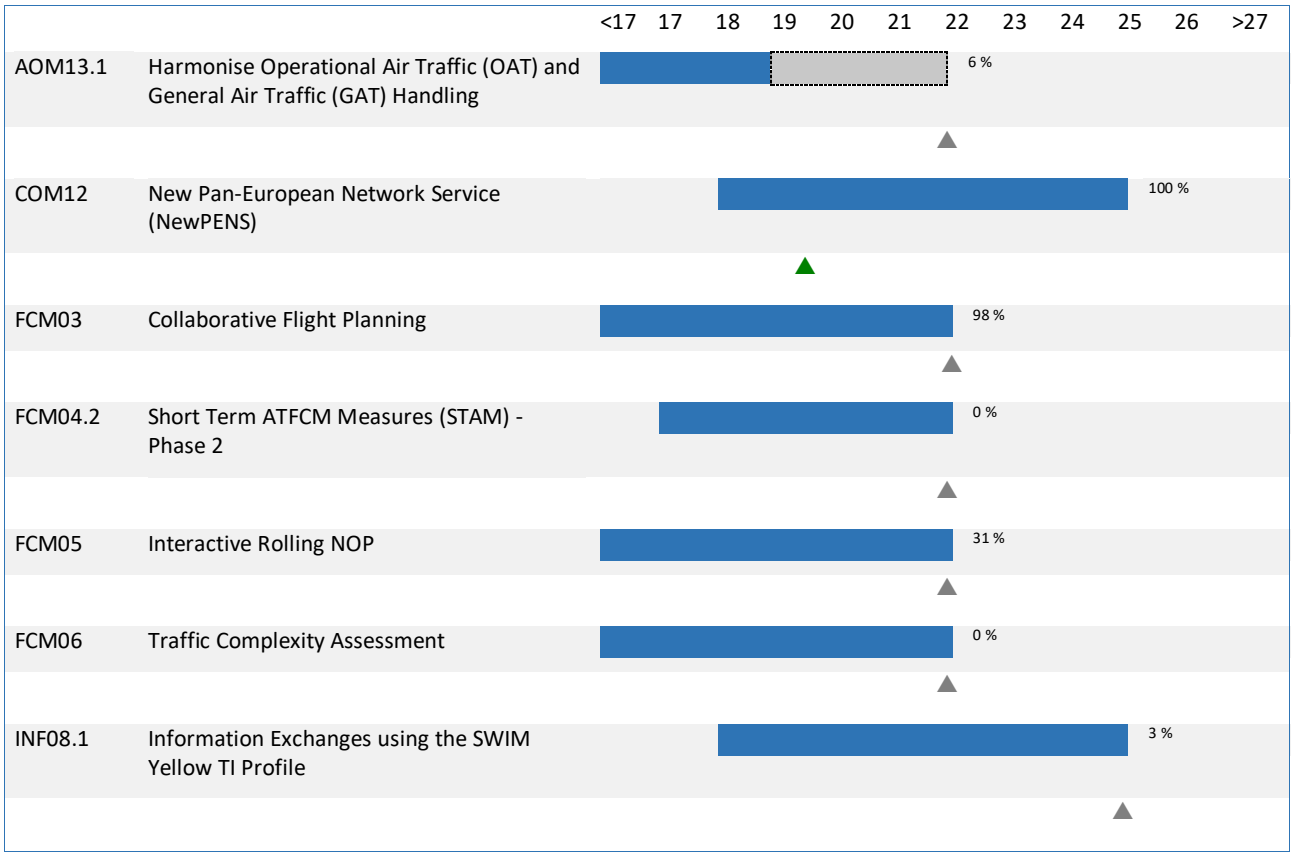
▲ ## % = Expected completion / % Progress

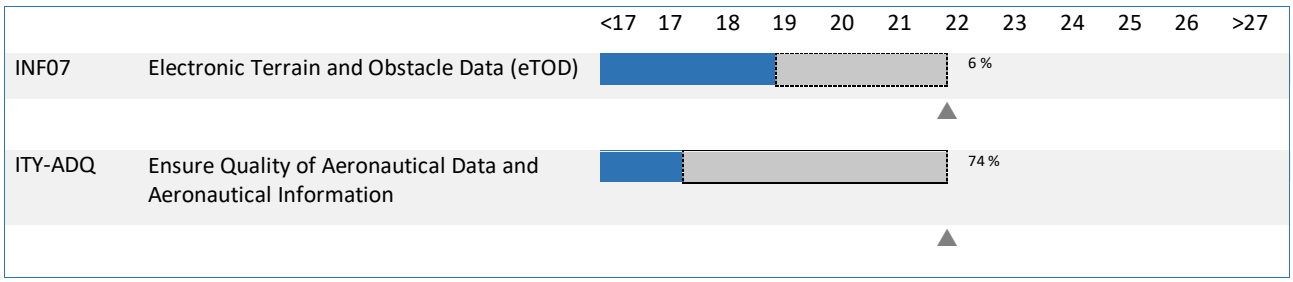
= Implementation Objective timeline (to FOC date)

= Completion beyond Implementation Objective timeline

CNS infrastructure and services



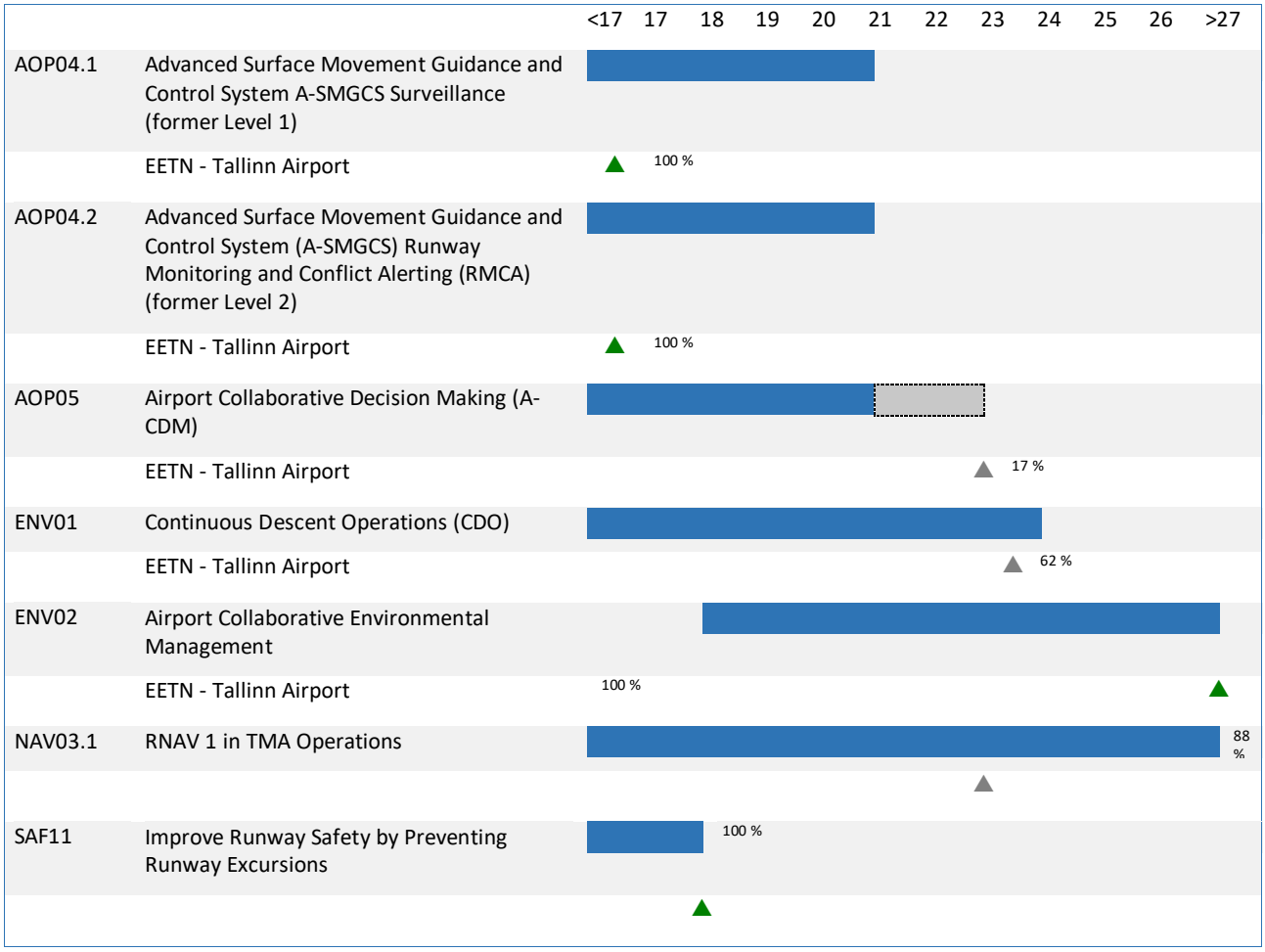

<17 17 18 19 20 21 22 23 24 25 26 >27
AOM13.1
Harmonise Operational Air Traffic (OAT) and General Air Traffic (GAT) Handling
6 %
COM12
New Pan-European Network Service (NewPENS)
100 %
FCM03
Collaborative Flight Planning
98 %
FCM04.2
Short Term ATFCM Measures (STAM) - Phase 2
0 %
FCM05
Interactive Rolling NOP
31 %
FCM06
Traffic Complexity Assessment
0 %
INF08.1
Information Exchanges using the SWIM Yellow TI Profile
3 %

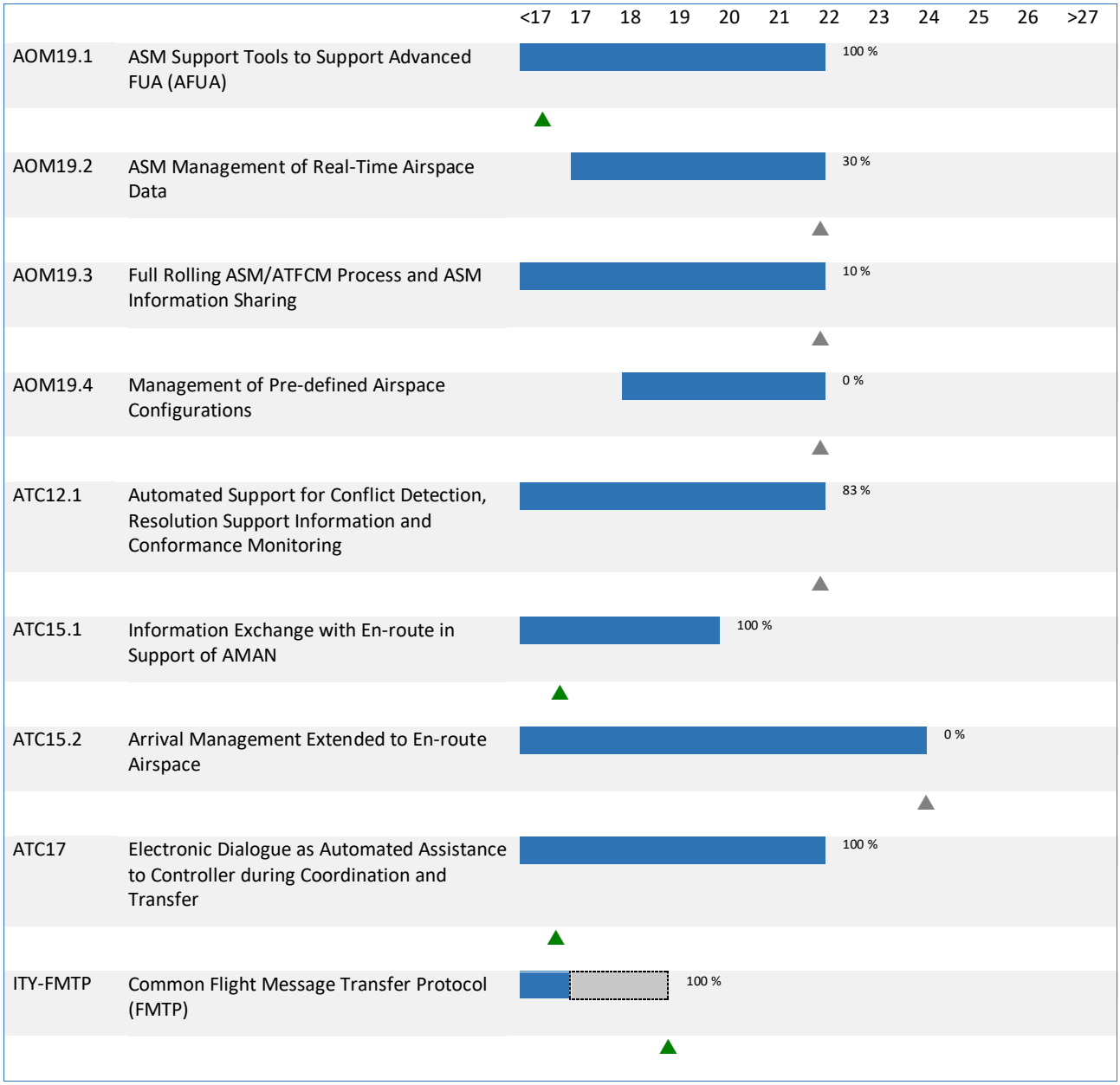

<17 17 18 19 20 21 22 23 24 25 26 >27
INF07
Electronic Terrain and Obstacle Data (eTOD)
6 %
ITY-ADQ
Ensure Quality of Aeronautical Data and Aeronautical Information
74 %

vS Virtualisation of service provision

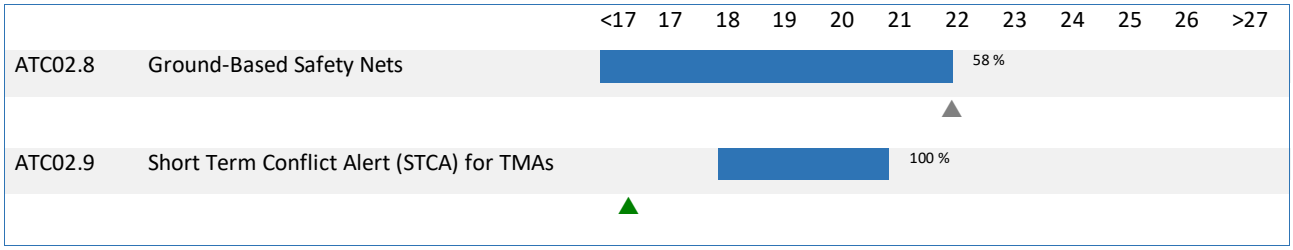
This EOC Chart is not applicable for Estonia since the Objective AOP14 is not applicable.

ATp Airport and TMA performance

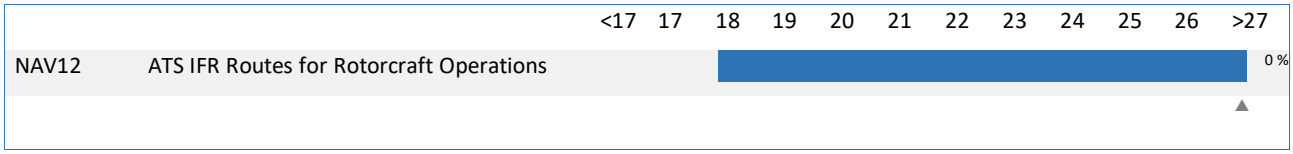



<17
17
18
19
20
21
22
23
24
25
26
>27
AOM19.1
ASM Support Tools to Support Advanced FUA (AFUA)
100 %
AOM19.2
ASM Management of Real-Time Airspace Data
30 %
AOM19.3
Full Rolling ASM/ATFCM Process and ASM Information Sharing
10 %
AOM19.4
Management of Pre-defined Airspace Configurations
0 %
ATC12.1
Automated Support for Conflict Detection, Resolution Support Information and Conformance Monitoring
83 %
ATC15.1
Information Exchange with En-route in Support of AMAN
100 %
ATC15.2
Arrival Management Extended to En-route Airspace
0 %
ATC17
Electronic Dialogue as Automated Assistance to Controller during Coordination and Transfer
100 %
ITY-FMTP
Common Flight Message Transfer Protocol (FMTP)
100 %


TBO
Trajectory
-based
operations


<17 17 18 19 20 21 22 23 24 25 26 >27
ATC02.8 Ground-Based Safety Nets
58 %
ATC02.9 Short Term Conflict Alert (STCA) for TMAs
100 %


M3
Multimodal mobility
and integration of
all airspace users


<17 17 18 19 20 21 22 23 24 25 26 >27
NAV12 ATS IFR Routes for Rotorcraft Operations
0 %

5.3. ICAO ASBU Implementation Progress

The following tables show, for each of the ASBU Elements belonging to a particular ASBU Thread and Block, the overall status, the final date foreseen for completion and the percentage of progress achieved in the current cycle.

These results were determined using the LSSIP Year 2020 declared statuses and progress of the relevant implementation objectives in accordance with the initial mapping between ATM Master Plan Level 3 and new ICAO GANP 6th Edition (2019), as reflected in the Implementation Plan 2020. A comprehensive analysis performed as part of the ongoing ICAO EURGANT Project Team activity may result in updating the mapping following EASPG approval.

Legend:

ACAS

		<17	17	18	19	20	21	22	23	24	25	26	>27
ACAS-B1/1	ACAS Improvements						100 %						

ACDM

		<17	17	18	19	20	21	22	23	24	25	26	>27
ACDM-B0/2	Integration with ATM Network function					17.0 %				100 %			

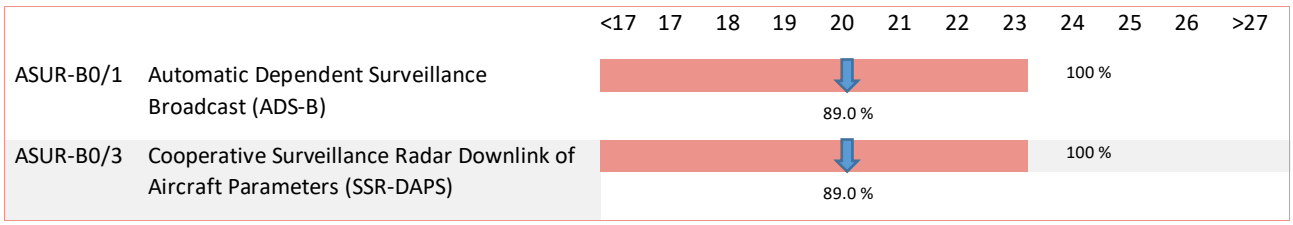
AMET

		<17	17	18	19	20	21	22	23	24	25	26	>27
AMET-B2/4	Meteorological information service in SWIM					3.0 %						100 %	

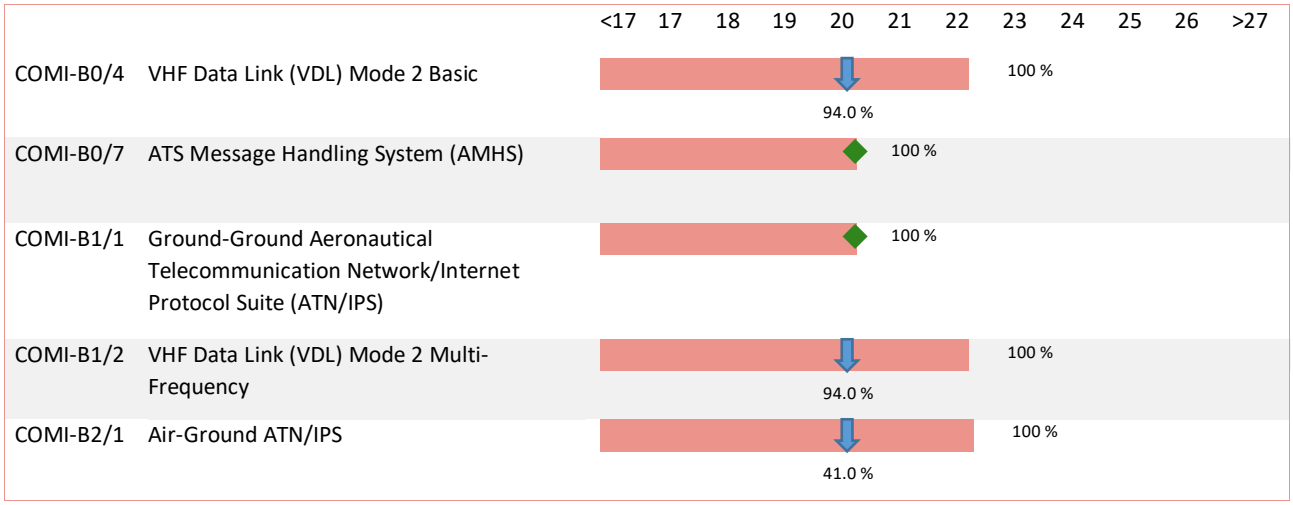
APTA

		<17	17	18	19	20	21	22	23	24	25	26	>27
APTA-B0/1	PBN Approaches (with basic capabilities)					76.0 %				100 %			
APTA-B0/2	PBN SID and STAR procedures (with basic capabilities)					88.0 %				100 %			
APTA-B0/4	CDO (Basic)					62.0 %					100 %		
APTA-B0/6	PBN Helicopter Point in Space (PinS) Operations						No Plan						
APTA-B1/1	PBN Approaches (with advanced capabilities)					76.0 %				100 %			

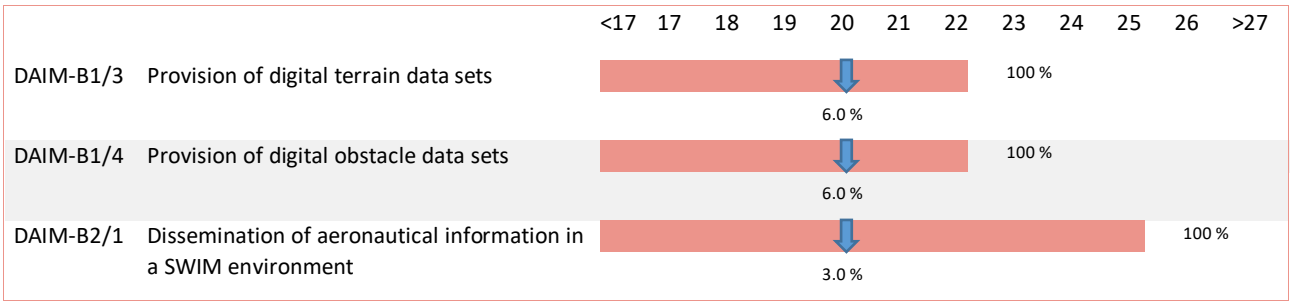
ASUR



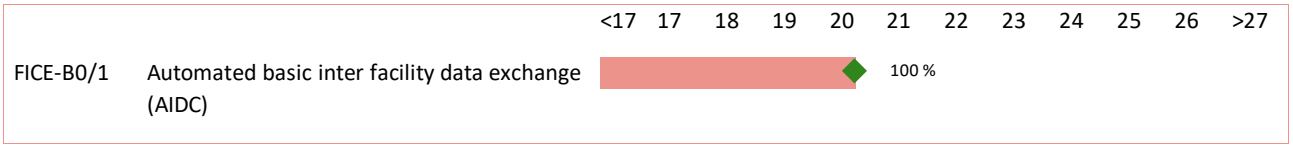
COMI



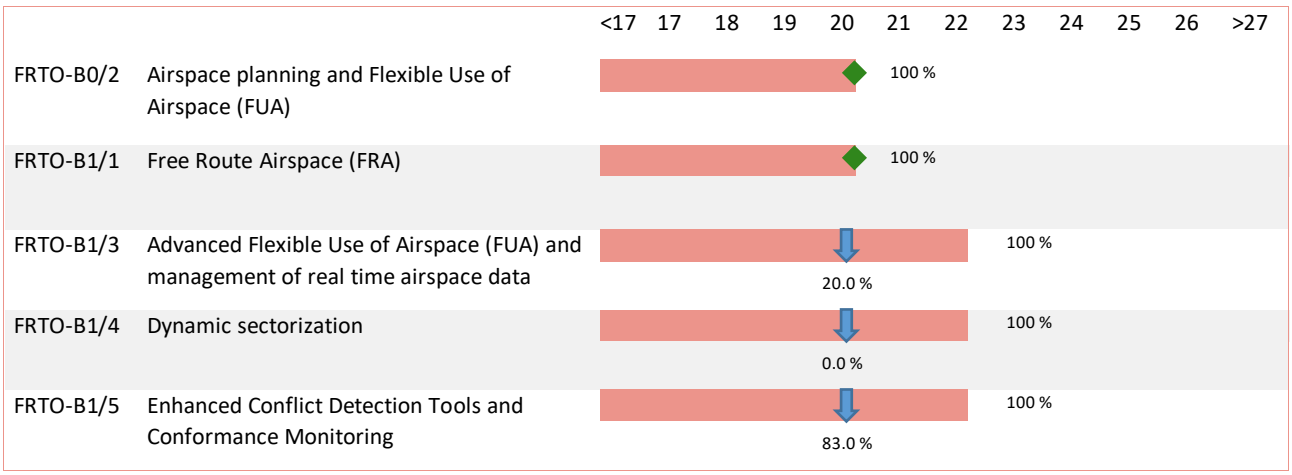
DAIM



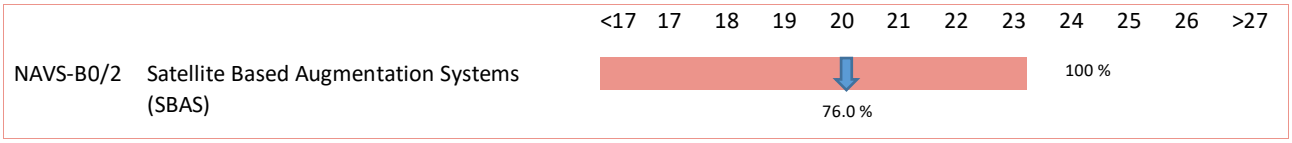
FICE



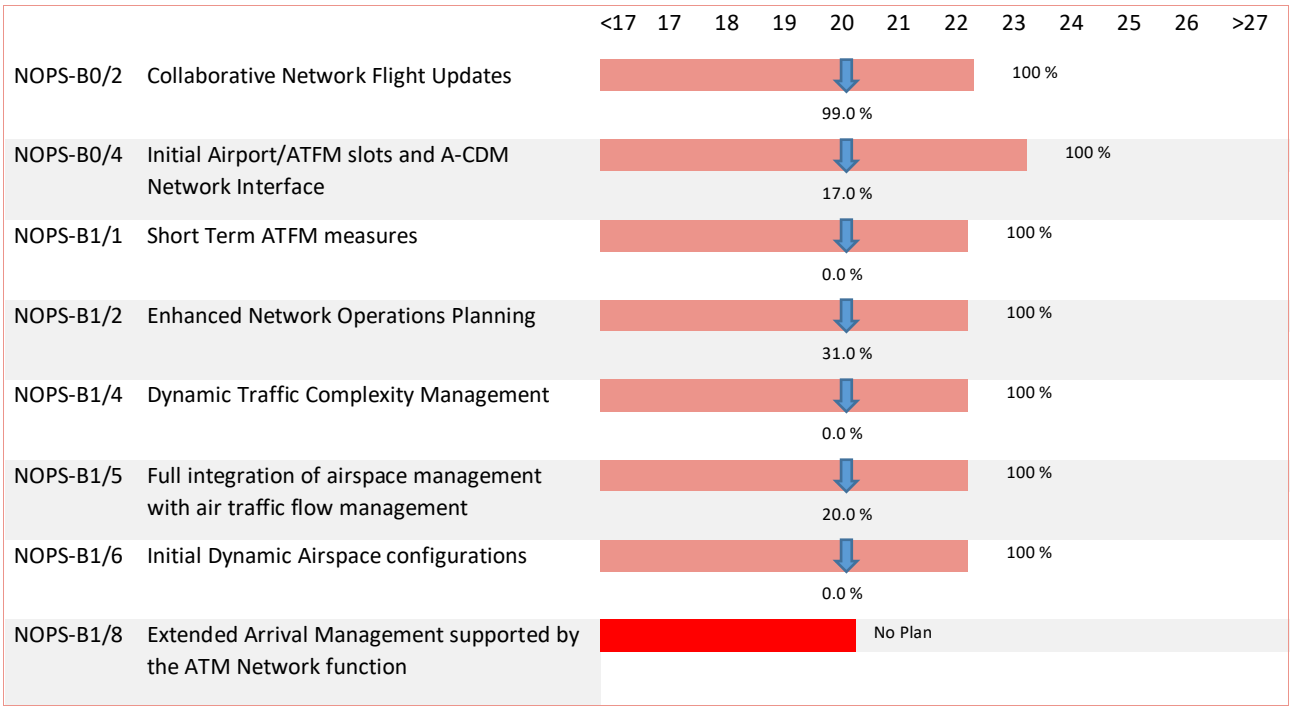
FRTO



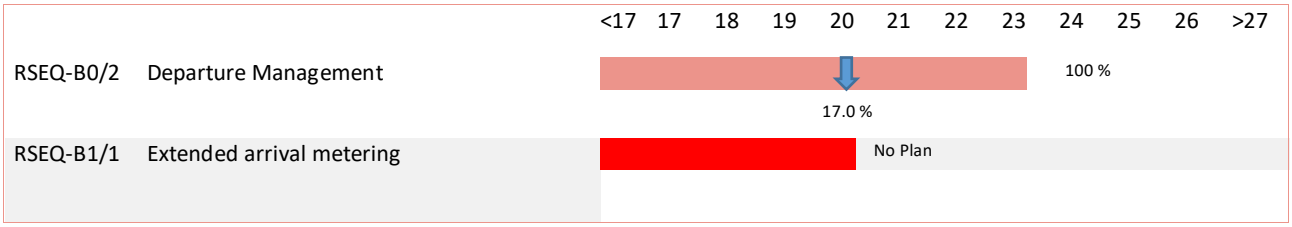
NAVS



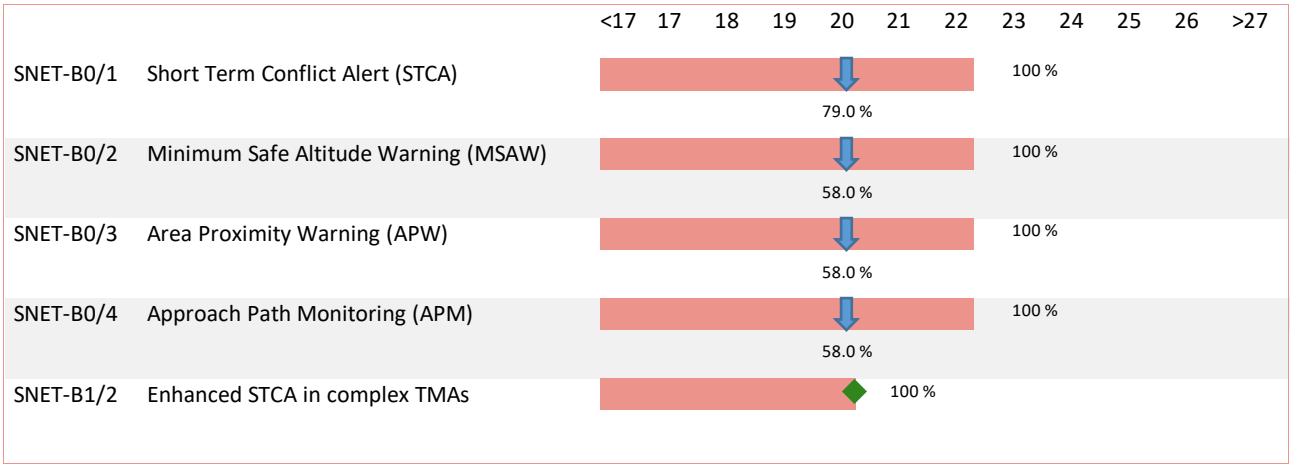
NOPS



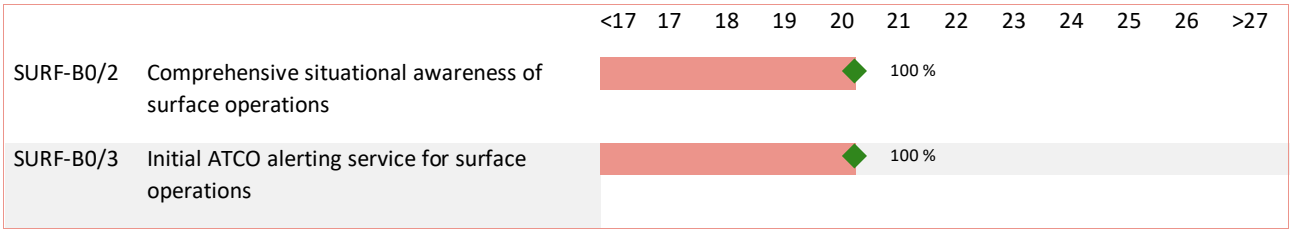
RSEQ



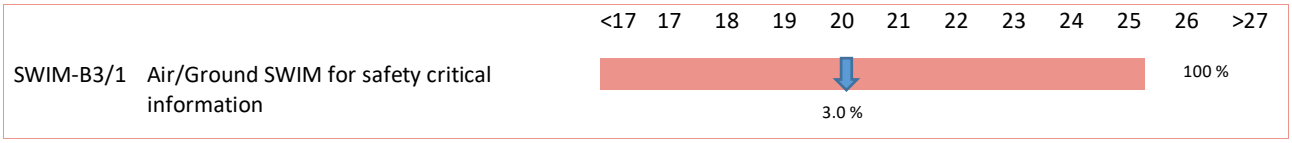
SNET



SURF



SWIM



5.4. Detailed Objectives Implementation progress

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

Main Objectives

AOM13.1	**Harmonize Operational Air Traffic (OAT) and General Air Traffic (GAT) Handling** ***Timescales:*** Initial operational capability: 01/01/2012 Full operational capability: 31/12/2018		**6%**	**Late**
	-			
Estonia will apply common principles, rules and procedures for OAT handling by the end 2021 (FOC).				**31/12/2021**
REG (By:12/2018)				
Estonian CAA	NSA will revise national legislation as required and inform Eurocontrol on time. The activity was not started in 2020 due to COVID 19 and economic crises.	-	40%	Late 31/12/2021
Estonian Air Force	Estonian national military aviation regulations are in force. Review of IFR OAT harmonization procedures is postponed to 2021.	-	10%	Late 31/12/2021
ASP (By:12/2018)				
EANS	The implementation of the procedures is postponed until Estonian Air Force Military regulations are published.	-	0%	Late 31/12/2021
Estonian Air Force	Estonian national military aviation regulations are in force. Review of IFR OAT harmonization procedures is planned for 2021.	-	10%	Late 31/12/2021
MIL (By:12/2018)				
Estonian Air Force	Estonian AF will connect national route structures and arrangements to form a flexible system facilitating OAT-IFR cross-border flights across Europe and implement harmonized military flight planning for OAT cross-border operations	-	0%	Late 31/12/2021

AOM19.1	**ASM Support Tools to Support Advanced FUA (AFUA)** ***Timescales:*** Initial operational capability: 01/01/2011 Full operational capability: 01/01/2022		**100%**	**Completed**
	-			
ASM tool is implemented and integrated with NM systems.				**31/03/2016**
ASP (By:01/2022)				
EANS	ASM tool is implemented and integrated with NM systems.	-	100%	Completed 31/03/2016

AOM19.2	**ASM Management of Real-Time Airspace Data** ***Timescales:*** Initial operational capability: 01/01/2017 Full operational capability: 01/01/2022		**30%**	**Ongoing**
		-		
The work is in progress. The software is installed. The test is underway.				**31/12/2021**
ASP (By:01/2022)				
EANS	The work is in progress. The software is installed. The test is underway.	-	30%	Ongoing 31/12/2021

AOM19.3	**Full Rolling ASM/ATFCM Process and ASM Information Sharing** ***Timescales:*** Initial operational capability: 01/01/2014 Full operational capability: 01/01/2022		**10%**	**Ongoing**
		-		
EANS plans to implement Full rolling ASM/ATFCM process and ASM information management by the end of 2021.				**31/12/2021**
ASP (By:01/2022)				
EANS	EANS plans to implement Full rolling ASM/ATFCM process and ASM information management by the end of 2021.	-	10%	Ongoing 31/12/2021

AOM19.4	**Management of Pre-defined Airspace Configurations** ***Timescales:*** Initial operational capability: 01/01/2018 Full operational capability: 01/01/2022		**0%**	**Planned**
		-		
No progress so far.				**31/12/2021**
ASP (By:01/2022)				
EANS	-	-	0%	Planned 31/12/2021

AOM21.2	**Free Route Airspace** ***Timescales:*** Initial operational capability: 01/01/2015 Full operational capability: 01/01/2022		**100%**	**Completed**
		-		
Free Route Airspace was implemented within NEFAB area on 12 November 2015.				**12/11/2015**
ASP (By:01/2022)				
EANS	NEFAB Free Route Airspace was implemented on 12 November 2015.	Borealis FRA Implementation (Part 2)	100%	Completed 12/11/2015

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: 01/01/2021		**100%**	**Completed**
EETN - Tallinn Airport				
A-SMGCS Level 1 system is implemented on 10 February 2011.				**31/12/2013**
REG (By:12/2010)				
Estonian CAA	Transponder operating procedures are published in the AIP.	-	100%	Completed 31/12/2013
ASP (By:01/2021)				
EANS	A-SMGCS system on the Tallinn airport is implemented on February, 10 2011.	-	100%	Completed 28/02/2011
APO (By:01/2021)				
TALLINN AIRPORT Ltd.	A-SMGCS system on the Tallinn airport is implemented on February, 10 2011.	-	100%	Completed 28/02/2011

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: 01/01/2021		**100%**	**Completed**
EETN - Tallinn Airport				
A-SMGCS Level II system at Tallinn Airport is implemented on 10 February 2011.				**28/02/2011**
ASP (By:01/2021)				
EANS	A-SMGCS Level II system at the Tallinn airport is implemented on 10 February 2011.	-	100%	Completed 28/02/2011
APO (By:01/2021)				
TALLINN AIRPORT Ltd.	A-SMGCS Level II system at Tallinn Airport is implemented on 10 February 2011.	-	100%	Completed 28/02/2011

AOP05	**Airport Collaborative Decision Making (A-CDM)** ***Timescales:*** Initial operational capability: 01/01/2004 Full operational capability: 01/01/2021		**17%**	**Late**
EETN - Tallinn Airport				
EANS and Tallinn airport postponed implementation of A-CDM at Tallinn aerodrome to the end of 2022 due to delayed Tallinn Aerodrome phase 2. reconstruction and ATM systems upgrade.				**31/12/2022**
ASP (By:01/2021)				
EANS	The activity is not yet started due to ongoing Tallinn aerodrome Phase II modernization. The start is not feasible in year 2021 due to economic crises caused by COVID 19.	Tallinn Airport A-CDM implementation project	0%	Late 31/12/2022
APO (By:01/2021)				
TALLINN AIRPORT Ltd.	Parts of CDM have been implemented at Tallinn Airport. The main activity is not yet started due to ongoing Phase II modernization at Tallinn aerodrome. The start is not feasible in year 2021 due to economic crises caused by COVID-19.	Tallinn Airport A-CDM implementation project	33%	Late 31/12/2022

AOP10	**Time-Based Separation** ***Timescales:*** - not applicable -		**0%**	**Not Applicable**
EETN - Tallinn Airport **(Outside Applicability Area)**				
Not Applicable as EETN is not in the mandatory applicability area of the PCP IR (716/2014)				-
REG (By:01/2024)				
Estonian CAA	-	-	0%	Not Applicable -
ASP (By:01/2024)				
EANS	-	-	0%	Not Applicable -

AOP11	**Initial Airport Operations Plan** ***Timescales:*** - not applicable -		**0%**	**Not Applicable**
EETN - Tallinn Airport **(Outside Applicability Area)**				
PCP-related, no Applicability Area specified in the PCP IR for this functionality.				-
ASP (By:01/2021)				
EANS	-	-	0%	Not Applicable -
APO (By:01/2021)				
TALLINN AIRPORT Ltd.	-	-	0%	Not Applicable -

AOP12	**Improve Runway and Airfield Safety with Conflicting ATC Clearances (CATC) Detection and Conformance Monitoring Alerts for Controllers (CMAC)** ***Timescales:*** - not applicable -		**0%**	**Not Applicable**
EETN - Tallinn Airport **(Outside Applicability Area)**				
PCP-related. N/A as EETN is not in the mandatory applicability area for this functionality (PCP IR; 716/2014).				-
ASP (By:01/2021)				
EANS	-	-	0%	Not Applicable -
APO (By:01/2021)				
TALLINN AIRPORT Ltd.	-	-	0%	Not Applicable -

AOP13	**Automated Assistance to Controller for Surface Movement Planning and Routing** ***Timescales:*** - not applicable -		**0%**	**Not Applicable**
EETN - Tallinn Airport **(Outside Applicability Area)**				
PCP-related. N/A as EETN is not in the mandatory applicability area for this functionality (PCP IR; 716/2014).				-
REG (By:01/2024)				
Estonian CAA	PCP-related. N/A as EETN is not in the mandatory applicability area for this functionality (PCP IR; 716/2014).	-	0%	Not Applicable -
ASP (By:01/2024)				
EANS	-	-	0%	Not Applicable -

ATC02.8	**Ground-Based Safety Nets** ***Timescales:*** Initial operational capability: 01/01/2009 Full operational capability: 01/01/2022		**58%**	**Ongoing**
-				
APW has been implemented. Plans for other functions to be reassessed.				**01/01/2022**
ASP (By:01/2022)				
EANS	MSAW and APM functionalities are technically available in ATM system, however, due to lack of operational demand is not fine-tuned yet and activated.	-	58%	Ongoing 01/01/2022

ATC02.9	**Short Term Conflict Alert (STCA) for TMAs** ***Timescales:*** Initial operational capability: 01/01/2018 Full operational capability: 31/12/2020		**100%**	**Completed**
-				
STCA function is implemented.				**31/12/2012**
ASP (By:12/2020)				
EANS	STCA function is implemented.	-	100%	Completed 31/12/2012

ATC07.1	**AMAN Tools and Procedures** ***Timescales:*** - not applicable -		**0%**	**Not Applicable**
EETN - Tallinn Airport **(Outside Applicability Area)**				
There is no operational need for basic AMAN. No forecast indicating the need. However, EANS is using AMAN for Helsinki inbound traffic and affected by ESSA extended AMAN plans.				-
ASP (By:01/2020)				
EANS	There is no operational need for basic AMAN. No forecast indicating the need. However, we are using AMAN for Helsinki inbound traffic and affected by ESSA extended AMAN plans.	-	0%	Not Applicable -

ATC12.1	**Automated Support for Conflict Detection, Resolution Support Information and Conformance Monitoring** ***Timescales:*** Initial operational capability: 01/01/2015 Full operational capability: 01/01/2022		**83%**	**Ongoing**
	-			
MTCD, resolution support function and MONA are available since 2012. Implementing TCT and associated procedures is planned for 2021.				**31/12/2021**
ASP (By:01/2022)				
EANS	-	-	83%	Ongoing 31/12/2021

ATC15.1	**Information Exchange with En-route in Support of AMAN** ***Timescales:*** Initial operational capability: 01/01/2012 Full operational capability: 31/12/2019		**100%**	**Completed**
	-			
In En-Route operations, information exchange mechanisms, tools and procedures are implemented.				**31/01/2017**
ASP (By:12/2019)				
EANS	In En-Route operations, information exchange mechanisms, tools and procedures are implemented.	-	100%	Completed 31/01/2017

ATC15.2	**Arrival Management Extended to En-route Airspace** ***Timescales:*** Initial operational capability: 01/01/2015 Full operational capability: 01/01/2024		**0%**	**Not yet planned**
	-			
No plan				**-**
ASP (By:01/2024)				
EANS	Tallinn airport is not PCP airport. However, Tallinn ACC is impacted by Stockholm airport. The activity is not yet planned.	-	0%	Not yet planned -

ATC17	**Electronic Dialogue as Automated Assistance to Controller during Coordination and Transfer** ***Timescales:*** Initial operational capability: 01/01/2013 Full operational capability: 01/01/2022		**100%**	**Completed**
	-			
The ground systems have been upgraded and the functions implemented. The staff has been trained.				**31/12/2016**
ASP (By:01/2022)				
EANS	The ground systems have been upgraded and the functions implemented. The staff has been trained.	-	100%	Completed 31/12/2016

COM10	**Migrate from AFTN to AMHS** ***Timescales:*** Initial operational capability: 01/12/2011 Full operational capability: 31/12/2018		**100%**	**Completed**
	-			
The migration took place in August 2016. No plan for Extended ATSMHS yet.				**31/10/2020**
ASP (By:12/2018)				
EANS	The migration took place in August 2016. No plan for Extended ATSMHS yet.	-	100%	Completed 31/10/2020

COM11.1	**Voice over Internet Protocol (VoIP) in En-Route** ***Timescales:*** Initial operational capability: 01/01/2013 Full operational capability: 01/01/2022		**42%**	**Ongoing**
	-			
Full VoIP VCS system will be deployed and ready for operational use by 30 June 2021 to support VoIP.				**01/01/2022**
ASP (By:01/2022)				
EANS	Delayed until the end of 2021.	-	42%	Ongoing 01/01/2022

COM11.2	**Voice over Internet Protocol (VoIP) in Airport/Terminal** ***Timescales:*** Initial operational capability: 01/01/2013 Full operational capability: 31/12/2023		**40%**	**Ongoing**
	-			
Implementation delayed until the end of 2021.				**01/01/2022**
ASP (By:12/2023)				
EANS		-	40%	Ongoing 01/01/2022

COM12	**New Pan-European Network Service (NewPENS)** ***Timescales:*** Initial operational capability: 01/01/2018 Full operational capability (33 ANSPs): 01/01/2025		**100%**	**Completed**
	-			
CPA has been signed. EANS migrated to NewPENS in July 2019. AD has announced on JAN 2021, that they have no plans to migrate into the NewPENS.				**31/07/2019**
ASP (By:01/2025)				
EANS	-	-	100%	Completed 31/07/2019
APO (By:01/2025)				
TALLINN AIRPORT Ltd.	AD has no plans to migrate into the NewPENS.	-	0%	Not Applicable -

ENV01	**Continuous Descent Operations (CDO)** ***Timescales:*** Initial operational capability: 01/07/2007 Full operational capability: 31/12/2023		**62%**	**Ongoing**
EETN - Tallinn Airport				
CDA and P-RNAV procedures were implemented in Tallinn TMA 30 May 2013. Performance monitoring is not in place yet. The new implementation date is 30.06.2023.				**30/06/2023**
ASP (By:12/2023)				
EANS	EANS implemented P-RNAV and CDA techniques on May 2013.	-	53%	Ongoing 30/06/2023
APO (By:12/2023)				
TALLINN AIRPORT Ltd.	Monitoring of performance is established, data received from EANS	-	100%	Completed 31/12/2017

FCM03	**Collaborative Flight Planning** ***Timescales:*** Initial operational capability: 01/01/2000 Full operational capability: 01/01/2022		**98%**	**Ongoing**
-				
Functionality installed and available but problems so far at NM within automatically processing and firmly specifying the use of AFP-messages in the Free Route Airspace environment causes that full FoC implementation of collaborative flight planning is estimated to take place not before year 2021. **Though all functionality has been installed according to spec, the interoperability between Thales TopSky and NM system has not been achieved due to complicated FRA operations environment.**				**01/01/2022**
ASP (By:01/2022)				
EANS	Functionality installed and available but problems so far at NM within automatically processing and firmly specifying the use of AFP-messages in the Free Route Airspace environment causes that full FoC implementation of collaborative flight planning is estimated to take place not before year 2021. Though all functionality has been installed according to spec, the interoperability between Thales TopSky and NM system has not been achieved due to complicated FRA operations environment.	-	98%	Ongoing 01/01/2022

FCM04.2	**Short Term ATFCM Measures (STAM) - Phase 2** ***Timescales:*** Initial operational capability: 01/11/2017 Full operational capability: 01/01/2022		**0%**	**Planned**
-				
EANS plans to introduce Short Term ATFCM Measures. This activity is a part of FINEST program.				**31/12/2021**
ASP (By:01/2022)				
EANS	EANS plans to introduce Short Term ATFCM Measures. This activity is a part of FINEST program.	-	0%	Planned 31/12/2021

FCM05	**Interactive Rolling NOP** ***Timescales:*** Initial operational capability: 01/09/2013 Full operational capability: 01/01/2022		**31%**	**Ongoing**
	-			
Interactive rolling is implemented in 2016. Intention is to implement the full integration of AOP with the NOP by 31/12/2021. This activity is a part of FINEST program.				**31/12/2021**
ASP (By:01/2022)				
EANS	This activity is a part of FINEST program.	-	63%	Ongoing 31/12/2021
APO (By:01/2022)				
TALLINN AIRPORT Ltd.	Airport slot information will be provided to DDR.	-	0%	Planned 31/12/2021

FCM06	**Traffic Complexity Assessment** ***Timescales:*** Initial operational capability: 01/01/2015 Full operational capability: 01/01/2022		**0%**	**Planned**
	-			
This activity is a part of FINEST program.				**31/12/2021**
ASP (By:01/2022)				
EANS	This activity is a part of FINEST program.	-	0%	Planned 31/12/2021

INF07	**Electronic Terrain and Obstacle Data (eTOD)** ***Timescales:*** Initial operational capability: 01/11/2014 Full operational capability: 01/01/2019		**6%**	**Late**
	-			
Electronic TOD will be established by 31 December 2021.				**31/12/2021**
REG (By:01/2019)				
Estonian CAA	All NSA related activities will be performed by the end of 2021.	-	8%	Late 31/12/2021
ASP (By:01/2019)				
EANS	No progress compared to last year, EANS cannot continue any activity before National TOD Policy is available.	-	5%	Late 31/12/2021
APO (By:01/2019)				
TALLINN AIRPORT Ltd.	All AO related activities will be performed after National TOD Policy is available.	-	5%	Late 31/12/2021

INF08.1	**Information Exchanges using the SWIM Yellow TI Profile** ***Timescales:*** Initial operational capability: 01/01/2018 Full operational capability: 01/01/2025		**3%**	**Ongoing**
	-			
Information Exchanges using the SWIM Yellow TI Profile is planned for 31/12/2024.				**31/12/2024**
ASP (By:01/2025)				
EANS	SWIM activities are suspended.	-	10%	Ongoing 31/12/2024
MIL (By:01/2025)				
Estonian Air Force	Information Exchanges using the SWIM Yellow TI Profile is planned for 31/12/2024.	-	0%	Planned 31/12/2024
APO (By:01/2025)				
TALLINN AIRPORT Ltd.	-	-	0%	Planned 31/12/2024

ITY-ACID	**Aircraft Identification** ***Timescales:*** Entry into force of the Regulation: 13/12/2011 System capability: 02/01/2020		**92%**	**Late**
	-			
EANS have sent template for Mode S Declaration to NM on 30/01/2020, confirming that Mode S is implemented in Tallinn FIR above FL95.				**31/12/2021**
ASP (By:01/2020)				
EANS	EANS have sent template for Mode S Declaration to NM on 30/01/2020, confirming that Mode S is implemented in Tallinn FIR above FL95. According to the response from NM, the system can only be implemented when neighboring countries are ready. Will be fully implemented when neighboring ANSP-s have the capability.	-	92%	Late 31/12/2021

ITY-ADQ	**Ensure Quality of Aeronautical Data and Aeronautical Information** ***Timescales:*** Entry into force of the regulation: 16/02/2010 Article 5(4)(a), Article 5(4)(b) and Article 6 to 13 to be implemented by: 30/06/2013 Article 4, Article5(1) and Article 5(2), Article 5(3) and Article 5(4)(c) to be implemented by: 30/06/2014 All data requirements implemented by: 30/06/2017		**74%**	**Late**
	-			
Estonia plans to implement all aeronautical data and aeronautical information quality requirements by the end of 2021.				**31/12/2021**
REG (By:06/2017)				
Estonian CAA	All NSA related activities will be performed by the end of 2021.	-	62%	Late 31/12/2021
ASP (By:06/2017)				
EANS	-	-	74%	Late 31/12/2021
APO (By:06/2017)				
TALLINN AIRPORT Ltd.	All Airport related activities will be performed in 2021.	-	82%	Late 31/12/2021

ITY-AGDL	**Initial ATC Air-Ground Data Link Services** ***Timescales:*** Entry into force: 06/02/2009 ATS unit operational capability: 05/02/2018 Aircraft capability: 05/02/2020		**94%**	**Late**
	-			
Estonia implemented CPDLC in Tallinn FIR in June 2018. LOF and NAN implementation is planned 30.12.2021.				**30/12/2021**
REG (By:02/2018)				
Estonian CAA	ECAA will ensure the processing and the distribution of the information on the data link capability by the IFPS.	-	100%	Completed 30/04/2018
ASP (By:02/2018)				
EANS	Implementation was finished in June 2018 (SITA 06.04.2018, ARINC 28.06.2018)	Air-ground data link implementation	92%	Late 30/12/2021
MIL (By:01/2019)				
Estonian Air Force	Data link capability is not required.	-	0%	Not Applicable -

ITY-AGVCS2	**8,33 kHz Air-Ground Voice Channel Spacing below FL195** ***Timescales:*** Entry into force: 07/12/2012 New and upgraded radio equipment: 17/11/2013 New or upgraded radios on State aircraft: 01/01/2014 Interim target for freq. conversions: 31/12/2014 All radio equipment: 31/12/2017 All frequencies converted: 31/12/2018 State aircraft equipped, except those notified to EC: 31/12/2018 State aircraft equipped, except those exempted [Art 9(11)]: 31/12/2020		**100%**	**Completed**
	-			
Tallinn FIR radio renewed according to Implementing Regulation (EU) No 1079/2012 in December 2015. 31 frequencies converted on 02/01/2020. Estonia has 61 frequencies, from which 49 are converted as of 03/01/2020 (was reported to SAFIRE Data base). 9 frequencies are exempted, 3 are international frequencies, which should not be converted.				**02/01/2020**
REG (By:12/2018)				
Estonian CAA	Tallinn FIR radio renewed according to Implementing Regulation (EU) No 1079/2012 in December 2015. Frequency converted on 02/01/2020.	-	100%	Completed 02/01/2020
ASP (By:12/2018)				
EANS	Frequency converted on 02/01/2020.	-	100%	Completed 02/01/2020
MIL (By:12/2020)				
Estonian Air Force	All of the State aircraft are equipped with 8,33 kHz radios.	-	100%	Completed 31/12/2018
APO (By:12/2018)				
TALLINN AIRPORT Ltd.	-	-	0%	Not Applicable -
Estonian Air Force	NATO combined frequency requirements will maintain the 122,100 MHz frequency in 25 kHz channel spacing until a suitable alternative is found.	-	0%	Not Applicable -

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**
	-			
A common flight message transfer protocol (FMTP) is implemented during a major system upgrade. However, IPver6 is not fully implemented. Connections with Malmöe and Stockholm of Sweden are operational since August 2015.				**31/12/2018**
ASP (By:12/2014)				
EANS	-	-	100%	Completed 31/12/2018
MIL (By:12/2014)				
Estonian Air Force	Military ATC do not provide RADAR services	-	0%	Not Applicable -

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 : 07/12/2020 ELS in transport-type State aircraft : 07/12/2020 Ensure training of MIL personnel: 07/12/2020 Retrofit aircraft capability: 07/12/2020		**89%**	**Late**
	-			
Surveillance data interoperability is already ensured. Safety assessment to all existing systems (see SLoA description) has been developed and delivered to the NSA. Except MIL ITY-SPI-MIL02 part-this will have a delay.				**31/12/2022**
REG (By:02/2015)				
Estonian CAA	Formal acceptance of the ANSPs safety assessment reports communicated to the ANSP.	-	100%	Completed 31/12/2015
ASP (By:02/2015)				
EANS	Surveillance data interoperability is already ensured. Safety assessment to all existing systems (see SLoA description) has been developed and delivered to the NSA.	-	100%	Completed 30/10/2017
MIL (By:12/2020)				
Estonian Air Force	All a/c equipped with transponders capable with Mode S. Further upgrade for mil a/c is undergoing assessment.	-	70%	Late 31/12/2022

NAV03.1	**RNAV 1 in TMA Operations** ***Timescales:*** Initial operational capability: 01/01/2001 One SID and STAR per instrument RWY, where established: 25/01/2024 All SIDs and STARs per instrument RWY, where established: 06/06/2030		**88%**	**Ongoing**
-				
RNAV 1 procedures and CDA in Tallinn TMA implemented on 30 May 2013. Estonia's PBN Implementation (transition) plan has successfully passed consultation with Estonian Stakeholders and with Network Manager (NM). The Plan has also been commented by IATA. PBN Implementation Plan ver 1.0 document was approved by CAA and communicated to the neighboring ATC Centre's. Navigation infrastructure rationalization project delayed due to economic crises caused by COVID 19.				**31/12/2022**
REG (By:06/2030)				
Estonian CAA	The transition plan for PBN is approved by NSA in DEC 2020.	Navigation Infrastructure Rationalization	100%	Completed 31/12/2020
ASP (By:06/2030)				
EANS	Estonia's PBN Implementation (transition) plan has successfully passed consultation with Estonian Stakeholders and with Network Manager (NM). The Plan has also been commented by IATA. PBN Implementation Plan per 1.0 document was approved by CAA and communicated to the neighboring ATC Centre's. Navigation infrastructure rationalization project is delayed due to economic crises caused by COVID 19.	Navigation Infrastructure Rationalization	86%	Ongoing 31/12/2022

NAV03.2	**RNP 1 in TMA Operations** **(Outside Applicability Area)** ***Timescales:*** - not applicable -		**0%**	**Not Applicable**
-				
There is no intention to Implement it because it is not justified particularly in terms of the cost/benefit ratio as RNAV1 is considered to be sufficient.				**-**
REG (By:06/2030)				
Estonian CAA	There is no intention to Implement it because it is not justified particularly in terms of the cost/benefit ratio as RNAV1 is considered sufficient.	-	0%	Not Applicable -
ASP (By:06/2030)				
EANS	There is no intention to Implement it because it is not justified particularly in terms of the cost/benefit ratio as RNAV1 is considered to be sufficient.	-	0%	Not Applicable -

NAV10	**RNP Approach Procedures to instrument RWY** ***Timescales:*** Initial operational capability: 01/06/2011 Instrument RWY ends without precision approach in EU SES States, at Non-PCP airports: 03/12/2020 Instrument RWY ends served by precision approach (including PCP airports): 25/01/2024 Instrument RWY ends without precision approach in EU SES States, at PCP airports: 25/01/2024		**76%**	**Ongoing**
	-			
RNP APCH procedures are published and implemented at EETN, EEKE, EEKA and EETU aerodromes. EANS PBN Transition plan has been drafted and submitted to CAA and MIL. The transition to PBN operations is planned for 2024.				**03/12/2022**
REG (By:01/2024)				
Estonian CAA	The national PBN plan is approved by NSA in DEC 2020.	-	100%	Completed 31/12/2020
ASP (By:01/2024)				
EANS	RNP APCH procedures are published and implemented at EETN, EEKE, EEKA and EETU aerodromes. EEPU is planned for 2021. PBN Implementation (transition) plan is approved by ECAA. Navigation infrastructure rationalization project delayed due to economic crises caused by COVID 19.	RNP APCH procedures implementation on EETN aerodrome	68%	Ongoing 03/12/2022

NAV12	**ATS IFR Routes for Rotorcraft Operations** ***Timescales:*** Rotorcraft RNP0.3, RNP1 or RNAV1 ATS routes above FL150, where established.: 03/12/2020 One rotorcraft RNP0.3, RNP01 or RNAV1 SID and STAR per instrument RWY, where established.: 25/01/2024 Rotorcraft RNP0.3, RNP1 or RNAV1 ATS routes below FL150, where established.: 25/01/2024 All rotorcraft RNP0.3, RNP01 or RNAV1 SIDs and STARs per instrument RWY, where established.: 06/06/2030		**0%**	**Not yet planned**
	-			
ATS routes are removed in Tallinn FIR. ATS IFR routes for rotorcraft operation implementation is not yet planned.				-
REG (By:06/2030)				
Estonian CAA	The national PBN plan was actually approved by NSA in DEC 2020.	-	0%	Not yet planned -
ASP (By:06/2030)				
EANS	ATS routes are removed in Tallinn FIR. There are no plans yet to implement routes for Rotorcraft IFR. PS! The national PBN plan is approved by NSA in DEC 2020.	-	0%	Not yet planned -

SAF11	**Improve Runway Safety by Preventing Runway Excursions** ***Timescales:*** Initial operational capability: 01/09/2013 Full operational capability: 31/01/2018		**100%**	**Completed**
	-			
Appropriate parts of the European Action Plan for the Prevention of Runway Excursions will be implemented.				**31/01/2018**
REG (By:01/2018)				
Estonian CAA	Appropriate parts of the European Action Plan for the Prevention of Runway Excursions are implemented. Recommendations made by European Action Plan for the Prevention of Runway Excursions, part 3.6 "Regulatory and Oversight" have been considered.	-	100%	Completed 31/01/2018
ASP (By:12/2014)				
Estonian Air Force	Appropriate parts have been implemented, otherwise not applicable.	-	0%	Not Applicable -
EANS	Action plan part 3.1, 3.2 and 3.3 completed. Digital ATIS is implemented.	-	100%	Completed 31/12/2016
APO (By:12/2014)				
TALLINN AIRPORT Ltd.	-	-	100%	Completed -
Estonian Air Force	Appropriate parts have been implemented, otherwise not applicable.	-	0%	Not Applicable -

Additional Objectives for ICAO ASBU Monitoring

AOM21.1	**Direct Routing** **(Outside Applicability Area)** ***Timescales:*** - not applicable -	**0%**	**Not Applicable**
-			
Not applicable			**-**
ASP (By:12/2017)			
EANS	-	-	0%	Not Applicable -

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**
-			
STCA Level II function was implemented in 2012 and safety assessment was performed. Safety oversight was conducted on time.			**31/12/2012**
ASP (By:01/2013)			
EANS	The EUROCAT 2000 System has STCA implemented and operational (Initial Operational Capability). The STCA Level 2 was implemented and operational since 2002. FOC was implemented in March 2012.	-	100%	Completed 31/12/2012

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**
-			
ACAS II compliant with TCAS II change 7.1 is implemented on time.			**04/01/2019**
REG (By:12/2015)			
Estonian CAA	ECAA has supervised compliance with regulatory provisions for ACAS II (TCAS II version 7.1).	-	100%	Completed 31/12/2015
ASP (By:03/2012)			
EANS	The ATC staff was trained in December 2015.	-	100%	Completed 31/12/2015
MIL (By:12/2015)			
Estonian Air Force	Estonian Air Force M-28 transport-type aircraft are TCAS II 7.1 equipped.	-	100%	Completed 04/01/2019

FCM01	**Implement enhanced tactical flow management services** ***Timescales:*** Initial operational capability: 01/08/2001 Full operational capability: 31/12/2006		**100%**	**Completed**
	-			
Since May 2008 Estonia is in the IFPS zone. Currently only the FMP is connected to NM. During the major system upgrade, all the requirements were implemented in 2012. FSA, CPR format tuning and testing completed. NM/ETFMS supplies with flight plan related updates that are only available shortly before departure.				**30/06/2015**
ASP (By:07/2014)				
EANS	All necessary functionalities are installed during system upgrade. Tuning, testing and LoA revision completed.	-	100%	Completed 30/06/2015

ITY-COTR	**Implementation of ground-ground automated co-ordination processes** ***Timescales:*** Entry into force of Regulation: 27/07/2006 For putting into service of EATMN systems in respect of notification and initial coordination processes: 27/07/2006 For putting into service of EATMN systems in respect of Revision of Coordination, Abrogation of Coordination, Basic Flight Data and Change to Basic Flight Data: 01/01/2009 To all EATMN systems in operation by 12/2012: 31/12/2012		**100%**	**Completed**
	-			
Implementation of G-G automated co-ordination has been finalized within Eurocat 2000 upgrade project in 2012.				**31/12/2012**
ASP (By:12/2012)				
EANS	OLDI basic messages exchange is implemented. Other ground-ground automated co-ordination processes and the training of ATC personnel have been performed.	-	100%	Completed 31/12/2012
MIL (By:12/2012)				
Estonian Air Force	OLDI not required as EAF currently provides only ADI service. Other ground-ground automated coordination is planned.	-	0%	Not Applicable -

Local Objectives

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

AOP14	Remote Tower Services *Applicability and timescale: Local*	%	Not Applicable
EETN - Tallinn Airport			
Not applicable at State level. However EANS runs rTWR implementation project. Prototype for Tartu airport has been tested and certification is ongoing.			-

AOP15	Enhanced traffic situational awareness and airport safety nets for the vehicle drivers *Applicability and timescale: Local*	%	Not Applicable
EETN - Tallinn Airport			
Not planned.			-

AOP16	Guidance assistance through airfield ground lighting *Applicability and timescale: Local*	%	Not Applicable
EETN - Tallinn Airport			
Not planned.			-

AOP17	Provision/integration of departure planning information to NMOC *Applicability and timescale: Local*	%	Not Applicable
EETN - Tallinn Airport			
EANS and Tallinn airport are planning to implement A-CDM at Tallinn aerodrome to the end of 2022.The main activity is not yet started due to ongoing Phase II modernization at Tallinn aerodrome. The start is not feasible in year 2021 due to economic crises caused by COVID-19.			-

AOP18	Runway Status Lights (RWSL) *Applicability and timescale: Local*	%	Not Applicable
EETN - Tallinn Airport			
Traffic density does not justify the implementation of the Objective and keep Status N/A.			-

ATC18	Multi-Sector Planning En-route - 1P2T *Applicability and timescale: Local*	%	Not Applicable
-			
This activity is outside of area of applicability.			-

ATC19	Enhanced AMAN-DMAN integration *Applicability and timescale: Local*	%	Not Applicable
-			
N/A			-

ATC20	Enhanced STCA with down-linked parameters via Mode S EHS *Applicability and timescale: Local*	%	Not Applicable
-			
SFL via Mode S EHS is implemented. No need for enhancement of STCA with selected flight level is identified.			-

ENV02	Airport Collaborative Environmental Management *Applicability and timescale: Local*	100%	Completed
EETN - Tallinn Airport			
Tallinn Airport has implemented CEM.			31/12/2016

ENV03	Continuous Climb Operations (CCO) *Applicability and timescale: Local*	%	Not Applicable
EETN - Tallinn Airport			
Not applicable at State level.			-

6. Annexes

A. Specialists involved in the ATM implementation reporting for Estonia

LSSIP Co-ordination

LSSIP Focal Points	Organisation	Name
LSSIP National Focal Point	Estonian Transport Administration, Aviation Division	Moonika KÄST
LSSIP Focal Point for NSA	Estonian Transport Administration, Aviation Division	Moonika KÄST
LSSIP Focal Point for ANSP	Estonian ANS	Jaanus JAKIMENKO
LSSIP Focal Point for Airport	Tallinn Airport	Silja MESILA
LSSIP Focal Point for Military	Estonian Defence Forces Air Force	David-Andreas MELLOV

Other Focal Points	Organisation	Name
Focal Point for NETSYS	EANS	Jaanus JAKIMENKO
Focal Point for SUR	EANS (Estonian ANS)	Taavi KIPPAK

B. National stakeholder's organisation charts

Structure of Transport Administration

(from 01.01.2021)

Structure of EANS

C. Implementation Objectives' links with other plans

The table below (extracted from the MPL3 Progress Plan 2020) shows for each implementation objective, the mapping of the L3 implementation Objectives to the corresponding SESAR Essential Operational Changes, the SESAR Solutions, the Deployment Program families, the ICAO ASBU, the EASA EPAS, the Network Strategy Plan, the Airspace Architecture Study Transition Plan (AAS TP) Milestones and the SESAR Key Features.

EOC	Level 3 Implementation Objectives	SESAR Sol.	DP family	ICAO ASBUs	EPAS	NSP	AAS TP	KF
CNS	ATC21-Composite surveillance ADS-B/WAM	#114	-	ASUR-B0/1 ASUR-B0/2	RMT.0679 RMT.0519	SO8/3 SO8/4	-	EAI
	COM10 - Migration from AFTN to AMHS	-	-	COMI B0/7	-	-	-	EAI
	COM11.1 - Voice over Internet Protocol (VoIP) in En-Route	-	3.1.4 3.2.1	COMI B2/1	-	SO8/4	AM-1.3	EAI
	COM11.2 - Voice over Internet Protocol (VoIP) in Airport/Terminal	-	-	COMI B2/1	-	SO8/4	-	EAI
	ITY-ACID - Aircraft identification	-	-	-	-	SO8/2	-	EAI
	ITY-AGDL - Initial ATC air-ground data link services	-	6.1.1 6.1.3 6.1.4	COMI B0/4 COMI B1/2	RMT.0524	SO4/1 SO8/3	AM-1.1	EAI
	ITY-AGVCS2 – 8.33 kHz Air-Ground Voice Channel Spacing below FL195	-	-	-	-	SO8/1	-	EAI
	ITY-SPI - Surveillance performance and interoperability	-	-	ASUR B0/1 ASUR B0/3	RMT.0679 RMT.0519	SO8/3 SO8/4	-	EAI
	NAV10 - RNP Approach Procedures to instrument RWY	#103	1.2.1 1.2.2	APTA B0/1 APTA B1/1 NAVS B0/2	RMT.0639 RMT.0445	SO6/5	-	AATS
	NAV11 - Precision Approach using GBAS CAT II/III based on GPS L1	#55	-	NAVS B1/1	-	-	-	HPO
iN	AOM13.1 - Harmonize OAT and GAT handling	-	-	-	-	SO6/2	-	OANS
	AOP11 - Initial Airport Operations Plan	#21	2.1.4	NOPS B1/3	-	SO6/2	-	HPAO

	AOP17 – Provision/integration of DPI to NMOC	#61	-	NOPS B0/4	-	-	-	HPAO
	COM12 - NewPENS	-	5.1.2 5.2.1	COMI B1/1	-	SO2/3 SO2/4 SO8/3 SO8/4	-	EAI
	FCM03 - Collaborative flight planning	-	4.2.3	NOPS B0/2	-	SO4/2 SO5/1 SO5/6	AM-1.14	OANS
	FCM04.2 - STAM phase 2	#17	4.1.2	NOPS B1/1	-	SO4/3 SO5/4	AM-1.11	OANS
	FCM05 - Interactive rolling NOP	#20, #21	4.2.2 4.2.4	NOPS B1/2	-	SO2/1 SO2/2 SO2/3 SO2/4	AM-1.12	OANS
	FCM06 - Traffic Complexity Assessment	#19	4.4.2	NOPS B1/4	-	SO4/3 SO5/4	AM-1.13	OANS
	FCM09 - Enhanced ATFM Slot swapping	#56	-	NOPS B1/7	-	SO6/1	-	OANS
	INF08.1 - Information Exchanges using the SWIM Yellow TI Profile	#35, #46	5.1.3, 5.1.4, 5.2.1, 5.2.2, 5.2.3, 5.3.1, 5.4.1, 5.5.1, 5.6.1	AMET B2/4 DAIM B2/1 SWIM B3/1	-	SO2/4 SO2/5 SO5/2 SO5/5	AM-1.5	EAI
	INF08.2 - Information Exchanges using the SWIM Blue TI Profile	#28, #46	5.1.3, 5.1.4, 5.2.1, 5.2.2, 5.2.3, 5.6.2	SWIM B3/1, TBO B3/1	-	SO5/2SO5/5	AM-9.1	EAI
dS	INF07 - Electronic Terrain and Obstacle Data (e-TOD)	-	1.2.2	DAIM B1/4 DAIM B1/4	RMT.0703 RMT.0722	SO2/5	-	EAI
	INF09 - Digital Integrated Briefing	#34		DAIM B1/7, AMET B1/4	-	SO2/5	-	EAI
	ITY-ADQ - Ensure quality of aeronautical data and aeronautical information	-	1.2.2	-	RMT.0722 RMT.0477	SO2/5	-	EAI
U-S	-	-	-	-	-	-	-	-

vS	AOP14 – Remote Tower Services	#12, #71, #52, #13	-	RATS B1/1	RMT.0624	-	-	HPAO
ATp	AOP04.1 - A-SMGCS Surveillance (former Level 1)	#70	2.2.1	SURF B0/2	MST.029	SO6/6	-	HPAO
	AOP04.2 - A-SMGCS RMCA (former Level 2)	-	2.2.1	SURF B0/3	MST.029	SO6/6	-	HPAO
	AOP05 - Airport CDM	#106	2.1.1 2.1.3	ACDM B0/2 NOPS B0/4 RSEQ B0/2	-	SO6/4	-	HPAO
	AOP10 - Time Based Separation	#64	2.3.1	WAKE B2/7	-	SO6/5	-	HPAO
	AOP12 - Improve RWY and Airfield safety with CATC detection and CMAC	#02	2.1.2 2.5.1	SURF B1/3	MST.029	SP6/6	-	HPAO
	AOP13 - Automated assistance to Controller for Surface Movement planning and routing	#22 #53	2.4.1	SURF B1/4	MST.029	SO6/6	-	HPAO
	AOP15 - Safety Nets for vehicle drivers	#04	-	SURF B2/2	MST.029	-	-	HPAO
	AOP16 - Guidance assistance through airfield lighting	#47	-	SURF B1/1	MST.029	-	-	HPAO
	AOP18 - Runway Status Lights	#01	-	SURF B2/2	MST.029	-	-	HPAO
	ATC07.1 - Arrival management tools	-	1.1.1	RSEQ B0/1	-	SO4/1	-	AATS
	ATC19 - Enhanced AMAN-DMAN integration	#54	-	RSEQ B2/1	-	SO6/5 SO4/1	-	AATS
	ENV01 – Continuous Descent Operations	-	-	APTA B0/4	-	SO6/5	-	AATS
	ENV02 – Airport Collaborative Environmental Management	-	-	-	-	-	-	HPAO
	ENV03 – Continuous Climb Operations	-	-	APTA B0/5	-	SO6/5	-	AATS
	NAV03.1 – RNAV1 in TMA Operations	#62	-	APTA B0/2	RMT.0639 RMT.0445	SO6/5	-	AATS

	NAV03.2 – RNP1 in TMA Operations	#09, #51	1.2.3 1.2.4	APTA B1/2	RMT.0639 RMT.0445	SO6/5	-	AATS
	SAF11 - Improve runway safety by preventing runway excursions	-	-	-	MST.007 RMT.0570 RMT.0703	-	-	HPAO
dA	AOM19.1 - ASM tools to support A-FUA	#31	3.1.1	FRTO B0/2	-	SO3/2 SO3/3	AM-1.8	OANS
	AOM19.2 - ASM management of real-time airspace data	#31	3.1.2	FRTO B1/3 NOPS B1/5	-	SO3/2 SO3/3	AM-1.8	OANS
	AOM19.3 - Full rolling ASM/ATFCM process and ASM information sharing	#31	3.1.3	NOPS B1/5 FRTO B1/3	-	SO3/2 SO3/3	AM-1.8	OANS
	AOM19.4 – Management of Pre-defined Airspace Configurations	#31	3.1.4	NOPS B1/6 FRTO B1/4	-	SO3/2 SO3/3	-	OANS
	AOM21.2 - Free Route Airspace	#33, #66	3.2.1 3.2.4	FRTO B1/1	-	SO3/1 SO3/4	AM-1.6 AM-1.10 AM-5.1	AATS
	ATC12.1 - MONA, TCT and MTCD	#27, #104	3.2.1	FRTO B1/5	-	SO3/1 SO4/1	AM-1.15 AM-5.1	AATS
	ATC15.1 - Initial extension of AMAN to En-route	-	1.1.2	-	-	SO4/1	-	AATS
	ATC15.2 - Extension of AMAN to En-route	#05	1.1.2	RSEQ B1/1 NOPS B1/8	-	SO4/1	AM-1.3	AATS
	ATC17 - Electronic Dialog supporting COTR	-	3.2.1	-	-	SO3/1 SO4/1	AM-1.3	AATS
	ATC18 - Multi Sector Planning En-route – 1P2T	#63	-	FRTO B1/6	-	SO4/1	AM-4.3 AM-5.1	AATS
	ITY-FMTP - Apply a common flight message transfer protocol (FMTP)	-	-	-	-	SO8/3	AM-1.3	EAI
TBO	ATC02.8 - Ground based safety nets	-	3.2.1	SNET B0/1 SNET B0/2 SNET B0/3 SNET B0/4	-	SO4/1	-	AATS
	ATC02.9 - Enhanced STCA for TMAs	#60	-	SNET B1/2	MST.030	SO4/1	-	AATS

	ATC20 – Enhanced STCA with DAP via Mode S EHS	#60	-	SNET B1/1	-	SO7/2	-	AATS
M3	NAV12 – ATS IFR Routes for Rotorcraft Operations	#113	-	APTA B0/6	MST.031	SO6/5	-	AATS

D. SESAR Solutions implemented in a voluntary way[3]

This Annex is not published in the LSSIP Level 1, but is available in the LSSIP Level 2, which can be made available upon request to Focal Point and/or Contact Person.

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

E. Surveillance (SUR)

This Annex is not published in the LSSIP Level 1, but is available in the LSSIP Level 2, which can be made available upon request to Focal Point and/or Contact Person.

F. Glossary of abbreviations

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

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

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

Term	Description
AF	ATM Functionality
FT	Fast Track
LOF	Log-On Forwarding message
NAN	Next Authority Notified message
NEFAB	North European Functional Airspace Block
NEFRA	North European Free Route Airspace
rAFIS	Remote AFIS
PDP	Preliminary Deployment Programme
S-AF	Sub ATM Functionality