EUROCONTROL

LSSIP 2022 - ESTONIA
LOCAL SINGLE SKY IMPLEMENTATION

Implementation Overview

FOREWORD

The EUROCONTROL Local Single Sky ImPlementation (LSSIP) is a long-standing successful process (almost 30 years) that, in combination with the European ATM Master Plan (Level 3), reaches out on a yearly and continuous basis to all ECAC and Comprehensive States stakeholders to ensure the monitoring of the ATM Modernisation in Europe.

In 2021, a major milestone has been achieved by the EUROCONTROL Network Manager and the SESAR Deployment Manager (SDM) Teams by implementing a unified planning and monitoring process that addresses the introduction of new systems, functionalities and procedures.

For the second year in a row, LSSIP will ensure the monitoring of implementation of the functionalities detailed in the SESAR Deployment Programme, on which the European Commission is counting to ensure compliance according to the EU Regulation 2021/116.

This year we have further developed tools and processes and a revised calendar, increasing the accuracy of the LSSIP reporting. EUROCONTROL will continue along this path to be an essential part of the single value chain that coordinates all steps from development to deployment with the goal to steer and accelerate the modernisation of ATM across ECAC in support of European aviation.

The economic crisis keeps affecting all operational stakeholders in the aviation sector. It is in this challenging context that the support of civil and military national organisations (Regulators and National Supervisory Authorities, Air Navigation Service Providers and Airport Operators) to timely provide their data, shows the commitment towards a robust planning and monitoring process for the European ATM implementation in our evolving environment.

In addition to providing a consolidated picture of implementation progress at National and ECAC level, LSSIP National documents are paramount for the development of ICAO's Aviation System Block Upgrades (ASBUs) Implementation Monitoring Report in the ICAO EUR Region. On behalf of ICAO, EUROCONTROL is responsible for delivering this yearly update, for all 55 ICAO/EUR States, in accordance with the Global Air Navigation Plan (GANP).

From this year on, the new EUR RASP questionnaire from EASA has been implemented into the LSSIP process enlarging the view that the process offers on the modernisation of the European ATM system.

I would like to thank all our stakeholders for their continued engagement and significant effort in contributing to the production of this LSSIP document and in supporting EUROCONTROL towards our goal of diligently guiding and informing the Aviation community on ATM deployment.

Happy reading!

Iacopo Prissinotti
Director NM - Network Manager
EUROCONTROL

SESAR DEPLOYMENT MANAGER LOOKOUT

The present report is a testament to the commitment of all stakeholders involved in ATM modernisation, as already demonstrated last year. 2022 has been a watershed year for the deployment of SESAR, and of Common Project 1 in particular.

Not just because the European ATM industry has seen the establishment of a new and reinforced partnership to play the function of SESAR Deployment Manager (SDM), but – most importantly – because we have successfully passed the first regulatory target deadlines of Common Project 1: in the last 12 months, we have a seen a significant progress in the status of its implementation thanks to the joint effort of ATM stakeholders throughout Europe.

I would like to extend my gratitude to all European organisations involved and contributing to the present LSSIP cycle, which will also feed the elaboration of the SESAR Deployment Programme (SDP) Monitoring View 2022.

The joint work of the SDM and EUROCONTROL substantially improved the overall data collection process and reduced the reporting burden on ail involved organisations, but it is only through stakeholders' cooperation, efforts and partnerships' spirit that we will keep pushing deployment forward within the European skies, avoiding delays in the adoption of CP1 and building an ATM industry that can overcome the challenges of the upcoming years.

Thank you and let's continue delivering together!

Mariagrazia La Piscopia
Executive Director
SESAR Deployment Manager

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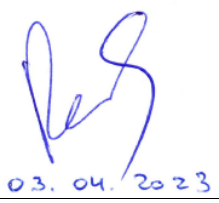
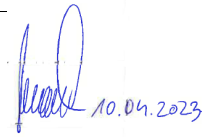
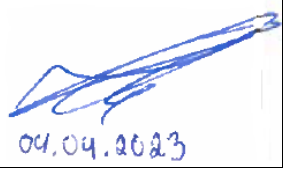
Reference Documents	
LSSIP Documents	https://www.eurocontrol.int/service/local-single-sky-implementation-monitoring
Master Plan Level 3 – Plan Edition 2022	https://www.eurocontrol.int/publication/european-atm-master-plan-implementation-plan-level-3
Master Plan Level 3 – Report Year 2022	https://www.eurocontrol.int/publication/european-atm-master-plan-implementation-report-level-3
European ATM Portal	https://www.atmmasterplan.eu/
STATFOR Forecasts	https://www.eurocontrol.int/statfor
National AIP	https://aim.eans.ee

APPROVAL SHEET

The following authorities have approved all parts of the LSSIP Year 2022 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 2022.

Stakeholder / Organisation	Name	Position	Signature and date
Estonian Transport Administration	Tanel Rautits	Head of Aviation Safety and Supervision Department	
EANS	Ivar Värk	Chairman of Management Board and CEO	
Estonian Air Force	Toomas Susi	Active Commander of the Estonian Air Force Brigadier General	
AS Tallinna Lennujaam	Riivo Tuvike	Chairman of Management Board	
Estonian Environment Agency	Taimar Ala	Director General	

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Executive Summary

National ATM Context

Member State of:

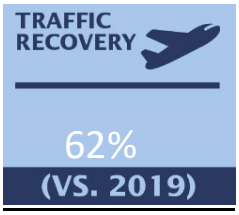
Main national stakeholders:

- The Estonian Transport Administration
- The Navigation Services Agency
- The Air Force
- The Military Air Traffic Service Office
- The Airports

In 2022 the GDP decreased by 1,3%, the forecast for 2023 is more than 3% of deficiency.
Main airport covered by LSSIP: EETN AD

Traffic and Capacity

Traffic in Estonia increased by 29% compared to 2021 and recovery was at 62% of 2019.



Level of traffic compared to 2019.

The graph indicates that the overall traffic in 2022 has reached 62% of 2019 level.

Summer En-Route Delay Tallinn ACC

The average delay per flight was zero in Summer 2022.

Forecast between 2023-2028

The EUROCONTROL Seven-Year forecast predicts an average annual increase between 4.0% and 8.3% during the planning cycle, with an average baseline growth of 6.2%.

Estonia is part of:

The North European Functional Airspace Block

Number of national projects: 3

Number of FAB projects: *NIL*

Number of multinational projects: 1

Summary of 2022 developments:

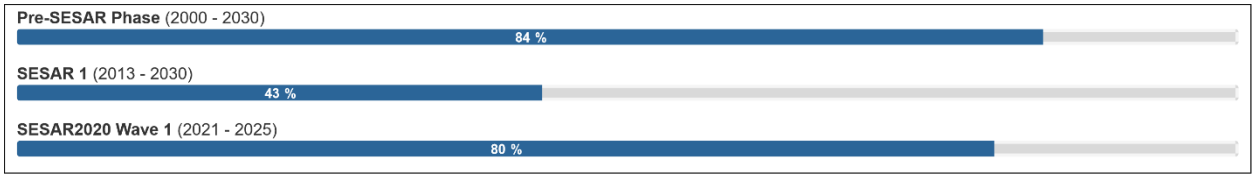
- The technical integration of Kuressaare aerodrome into the rTWR system was finished, integration of Tartu aerodrome into the rTWR system was started and finished.
- The process for EETU AD remote AFIS service was started.
- The implementation of RNP APCH procedures on international aerodromes (EEKA, EEKE, EEPU, EETN, EETU) was finished.
- The change process of meteorological systems at EEKA, EEKE, EETN and EETU AD was started.
- Tallinn Airport achieved ACA Level 3.

Implementing progress of LSSIP objectives has been still difficult, since the budget deficiency and constant lack of human resources have influenced it seriously.

Progress per SESAR Phase

The figure below shows the progress made so far in the implementation of objectives stemming from different R&D phases (Pre-SESAR, SESAR1 and SESAR 2020).

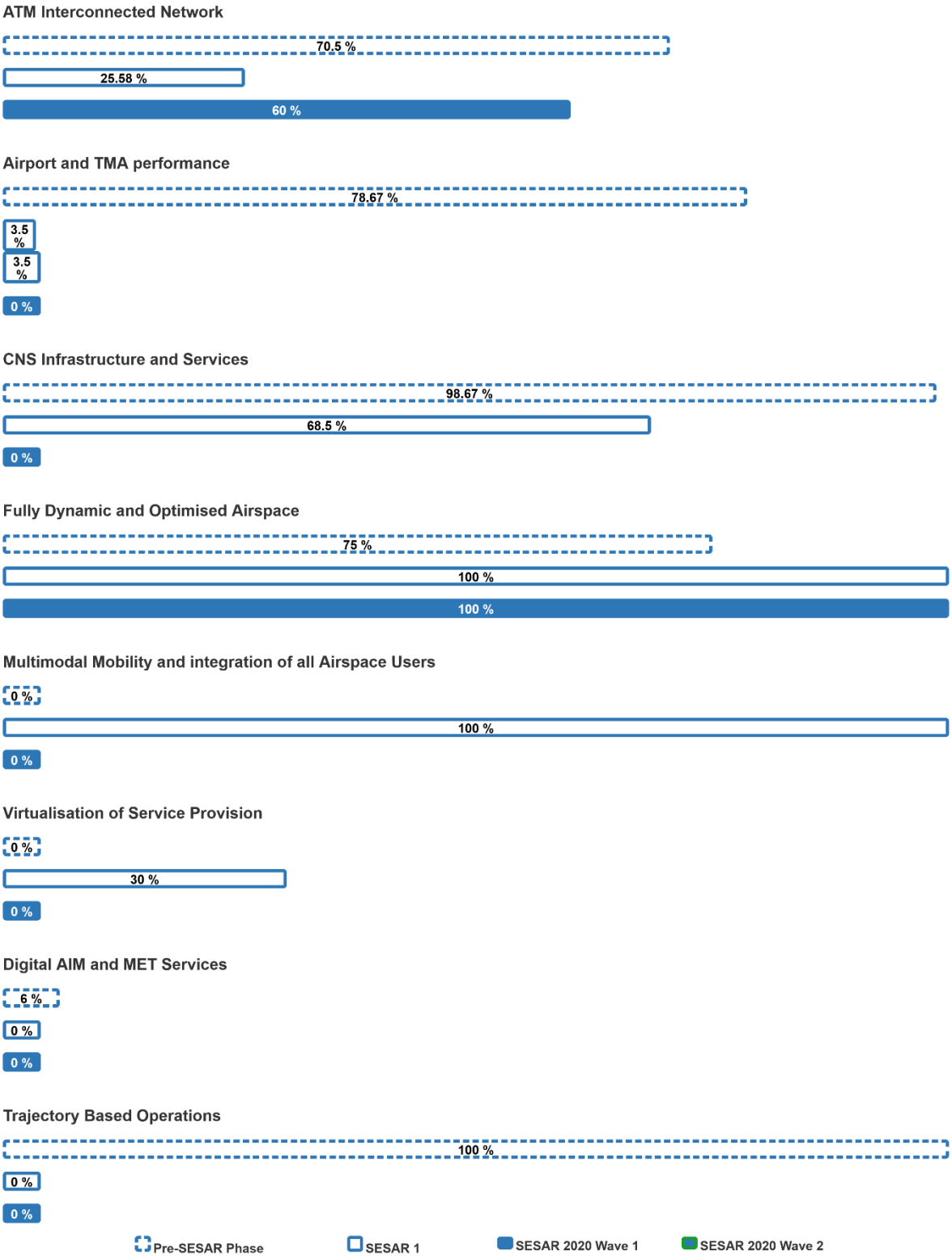
It shows the average implementation progress for all objectives grouped by SESAR Phase, excluding those for which the State is outside the applicability area as defined on a yearly basis in the European ATM Master Plan (Level 3) 2022, i.e., disregarding the declared "NOT APPLICABLE" LSSIP progress status.



Source: EUROCONTROL LSSIP+ DB

Progress per SESAR Essential Operational Changes and Phase

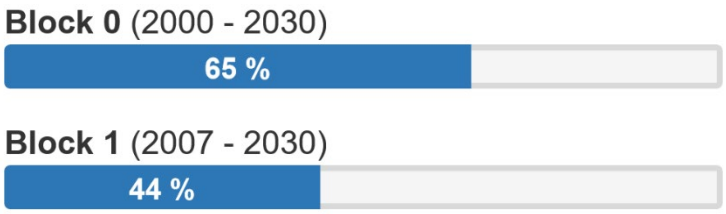
The figure below shows the progress made so far, per SESAR Essential Operational Changes, in the implementation of the SESAR phases. The percentages are calculated as an average, per EOC, of the same objectives as in the previous paragraph.



Source: EUROCONTROL LSSIP+ DB

ICAO ASBU Implementation Progress – Blocks 0 and 1

The figure below shows the progress made so far in the implementation of the ICAO ASBU Blocks 0 and 1, according to ICAO Global Air Navigation Plan 6th Edition (2019). The overall percentage is calculated as an average of the relevant Objectives contributing to each of the relevant ASBU Blocks; this is a summary of the table explained in Chapter 5.3 – ICAO ASBU Implementation Progress.



Source: EUROCONTROL LSSIP+ DB

ATM Deployment Outlook

State Objectives

✓ **Deployed in 2022**

- **Management of Predefined Airspace Configurations**

  [AOM19.4] 100 % progress

- **Ground-Based Safety Nets**

  [ATC02.8] 100 % progress

- **Aeronautical Information Exchange - Airspace Availability Service**

  [INF10.4] 100 % progress

- **RNP Approach Procedures to instrument RWY**

  [NAV10] 100 % progress

By 2023

- **Collaborative Flight Planning**

  [FCM03] 85 % progress

- **Interactive Rolling NOP**

  [FCM10] 20 % progress

- **Improve Runway Safety by Preventing Runway Excursions**

  [SAF11.1] 90 % progress

- **RNAV 1 in TMA Operations**

  [NAV03.1] 89 % progress

- **Automated Support for Traffic Complexity Assessment and Flight Planning interfaces**

  [FCM06.1] 60 % progress

- **Enhanced Short Term ATFCM Measures**

  [FCM04.2] 6 % progress

- **Voice over Internet Protocol (VoIP) in Airport/Terminal**

  [COM11.2] 60 % progress

- **Voice over Internet Protocol (VoIP) in En-Route**

  [COM11.1] 77 % progress

- **Ensure Quality of Aeronautical Data and Aeronautical Information**

  [ITY-ADQ] 74 % progress

By 2024

- **Electronic Terrain and Obstacle Data (eTOD)**

[INF07] 6 % progress

- **Aeronautical Information Exchange - Airspace Reservation (ARES)**

  [INF10.5] 3 % progress

- **Aircraft Identification**

  [ITY-ACID] 92 % progress

- **Harmonise Operational Air Traffic (OAT) and General Air Traffic (GAT) Handling**

  [AOM13.1] 56 % progress

By 2025

- **Flight Information Exchange (Yellow Profile) - Data Publication Service**

  [INF10.21] 0 % progress

- **Flight Information Exchange (Yellow Profile) - Notification Service**

  [INF10.20] 0 % progress

- **Flight Information Exchange (Yellow Profile) - Flight Data Request Service**

  [INF10.19] 0 % progress

- **Meteorological Information Exchange - Network Meteorological Information**

  [INF10.12] 8 % progress

- **Stakeholders' SWIM PKI and cyber security**

  [INF10.2] 7 % progress

- **Meteorological Information Exchange - En-Route and Approach Meteorological information service**

  [INF10.11] 0 % progress

- **Meteorological Information Exchange - Aerodrome Meteorological information Service**

  [INF10.10] 0 % progress

- **Meteorological Information Exchange - Volcanic Ash Mass Concentration information service**

  [INF10.9] 0 % progress

- **Aeronautical Information Exchange – Digital NOTAM service**

  [INF10.6] 64 % progress

- **Aeronautical Information Exchange - Aeronautical Information Features service**

  [INF10.8] 8 % progress

By 2026+

- **Implement measures to reduce the risk to aircraft operations caused by airspace infringements**

  [SAF10.1] 25 % progress

Source: EUROCONTROL LSSIP+ DB

Airport Objectives: Tallinn Airport

✓ **Deployed in 2022**

By 2023

- **Remote Tower Services**

  [AOP14.1] 30 % progress

- **Continuous Descent Operations (CDO)**

  [ENV01] 82 % progress

By 2024

- **Airport Collaborative Decision Making (A-CDM)**

  [AOP05] 1 % progress

Source: EUROCONTROL LSSIP+ DB

Overall situation of Implementation Objectives

Main Objectives	Topic	Progress at the end of 2022	Status	2022		2023		2024		2025		2026		2027		>2027
AOM13.1	Harmonise Operational Air Traffic (OAT) and General Air Traffic (GAT) Handling	56%	Ongoing													
AOM19.4	Management of Predefined Airspace Configurations	100%	Completed		*											
AOM19.5	ASM and A-FUA	100%	Completed		*											
AOM21.2	Initial Free Route Airspace	100%	Completed		*											
AOM21.3	Enhanced Free Route Airspace Operations	100%	Completed								*					
AOP04.1(EETN)	Advanced Surface Movement Guidance and Control System A-SMGCS Surveillance Service (former ICAO Level 1)	100%	Completed													
AOP04.2(EETN)	Advanced Surface Movement Guidance and Control System (A-SMGCS) Runway Monitoring and Conflict Alerting (RMCA) (Airport Safety Support Service = former ICAO Level 2)	100%	Completed								*					
AOP05(EETN)	Airport Collaborative Decision Making (A-CDM)	1%	Ongoing													
AOP10(EETN)	Time-Based Separation	0%	Not Applicable				*									
AOP11.1(EETN)	Initial Airport Operations Plan	0%	Not Applicable				*									
AOP11.2(EETN)	Extended Airport Operations Plan	0%	Not Applicable												*	2027
AOP12.1(EETN)	Airport Safety Nets	0%	Not Applicable								*					
AOP13(EETN)	Automated Assistance to Controller for Surface Movement Planning and Routing	0%	Not Applicable								*					
AOP14.1(EETN)	Remote Tower Services	30%	Ongoing													2030

Main Objectives	Topic	Progress at the end of 2022	Status	2022		2023		2024		2025		2026		2027		>2027
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
AOP17(EETN)	Provision/integration of departure planning information to NMOC	0%	Not Applicable													2030
AOP18(EETN)	Runway Status Lights (RWSL)	0%	Not Applicable													2030
AOP19(EETN)	Departure Management Synchronised with Pre-departure sequencing	0%	Not Applicable		*											
AOP25(EETN)	De-icing management tool	0%	Not yet planned													2030
AOP26(EETN)	Reduced separation based on local Runway Occupancy Time (ROT) characterisation	0%	Not Applicable													2030
ATC02.8	Ground-Based Safety Nets	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	100%	Completed													
ATC15.1	Information Exchange with En-route in Support of AMAN	100%	Completed													
ATC15.2(EETN)	Arrival Management Extended to En-route Airspace	0%	Not Applicable						*							
ATC18	Multi-Sector Planning En-route - 1P2T	0%	Not Applicable													2030
ATC19(EETN)	AMAN/DMAN Integration	0%	Not Applicable												*	2027
ATC20	Enhanced STCA with down-linked parameters via Mode S EHS	0%	Not Applicable													2030
ATC26(EETN)	Point Merge in complex TMA	0%	Not Applicable													2030

Main Objectives	Topic	Progress at the end of 2022	Status	2022		2023		2024		2025		2026		2027		>2027
COM10.2	Extended AMHS	100%	Completed						*							
COM11.1	Voice over Internet Protocol (VoIP) in En-Route	77%	Ongoing													
COM11.2	Voice over Internet Protocol (VoIP) in Airport/Terminal	60%	Ongoing				*									
COM12	New Pan-European Network Service (NewPENS)	100%	Completed						*							
COM13	Air Traffic Services (ATS) datalink using SatCom Class B	0%	Not Applicable													2030
ENV01(EETN)	Continuous Descent Operations (CDO)	82%	Ongoing				*									
ENV02(EETN)	Airport Collaborative Environmental Management	100%	Completed													2030
ENV03(EETN)	Continuous Climb Operations (CCO)	0%	Not Applicable													2030
FCM03	Collaborative Flight Planning	85%	Ongoing		*											
FCM04.2	Enhanced Short Term ATFCM Measures	6%	Ongoing		*											
FCM06.1	Automated Support for Traffic Complexity Assessment and Flight Planning interfaces	60%	Ongoing		*											
FCM10	Interactive Rolling NOP	20%	Ongoing				*									
FCM11.1(EETN)	Initial AOP/NOP Information Sharing	0%	Not Applicable				*									
FCM11.2(EETN)	AOP/NOP integration	0%	Not Applicable												*	2027
INF07	Electronic Terrain and Obstacle Data (eTOD)	6%	Ongoing													
INF10.10	Meteorological Information Exchange - Aerodrome Meteorological information Service	0%	Planned								*					
INF10.11	Meteorological Information Exchange - En-Route and Approach Meteorological information service	0%	Planned								*					
INF10.12	Meteorological Information Exchange - Network Meteorological Information	8%	Ongoing								*					
INF10.13	Cooperative Network Information Exchange - ATFCM Tactical Updates Service (Airport Capacity and Enroute)	0%	Not Applicable								*					

Main Objectives	Topic	Progress at the end of 2022	Status	2022	2023	2024	2025	2026	2027	>2027
INF10.14	Cooperative Network Information Exchange – Flight Management Service (Slots and NOP/AOP integration)	0%	Not Applicable				*			
INF10.15	Cooperative Network Information Exchange – Measures Service (Traffic Regulation)	0%	Not Applicable				*			
INF10.16	Cooperative Network Information Exchange - Short Term ATFCM Measures services (MCDM, eHelpdesk, STAM measures)	0%	Not Applicable				*			
INF10.17	Cooperative Network Information Exchange – Counts service (ATFCM Congestion Points)	0%	Not Applicable				*			
INF10.19	Flight Information Exchange (Yellow Profile) - Flight Data Request Service	0%	Planned				*			
INF10.2	Stakeholders' SWIM PKI and cyber security	7%	Ongoing				*			
INF10.20	Flight Information Exchange (Yellow Profile) - Notification Service	0%	Planned				*			
INF10.21	Flight Information Exchange (Yellow Profile) - Data Publication Service	0%	Planned				*			
INF10.23	Flight Information Exchange (Yellow Profile) - Extended AMAN SWIM Service	0%	Not yet planned				*			
INF10.3	Aeronautical Information Exchange - Airspace structure service	100%	Completed				*			
INF10.4	Aeronautical Information Exchange - Airspace Availability Service	100%	Completed				*			
INF10.5	Aeronautical Information Exchange - Airspace Reservation (ARES)	3%	Ongoing				*			
INF10.6	Aeronautical Information Exchange – Digital NOTAM service	64%	Ongoing				*			
INF10.7	Aeronautical Information Exchange - Aerodrome mapping service	10%	Ongoing				*			
INF10.8	Aeronautical Information Exchange - Aeronautical Information Features service	8%	Ongoing				*			

Main Objectives	Topic	Progress at the end of 2022	Status	2022		2023		2024		2025		2026		2027		>2027
INF10.9	Meteorological Information Exchange - Volcanic Ash Mass Concentration information service	0%	Planned								*					
ITY-ACID	Aircraft Identification	92%	Ongoing													
ITY-AGDL	Initial ATC Air-Ground Data Link Services	100%	Completed													
ITY-AGVCS2	8,33 kHz Air-Ground Voice Channel Spacing below FL195	100%	Completed													
ITY-FMTP	Common Flight Message Transfer Protocol (FMTP)	100%	Completed													
NAV03.1	RNAV 1 in TMA Operations	89%	Ongoing													2030
NAV03.2	RNP 1 in TMA Operations	0%	Not Applicable													2030
NAV10	RNP Approach Procedures to instrument RWY	100%	Completed					*								
NAV11.1	Implement precision approach procedures using GBAS CAT II based on GAST C	0%	Not Applicable													2030
NAV12	ATS IFR Routes for Rotorcraft Operations	100%	Completed													2030
SAF10.1	Implement measures to reduce the risk to aircraft operations caused by airspace infringements	25%	Ongoing													2030
SAF11.1	Improve Runway Safety by Preventing Runway Excursions	90%	Ongoing													2030

Source: EUROCONTROL LSSIP+ DB

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 2022, together with plans for the next years.

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

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

Chapter 3 provides the main Implementation Projects (at national, FAB and multinational level) which contribute directly to the implementation of the MP Operational Improvements and/or Enablers and Implementation Objectives. The LSSIP 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 LSSP DB (extraction can be asked to LSSIP FP or LSSIP CP).

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 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.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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
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
CANSO	✓	1 January 2000
WMO (World Meteorological Organisation)	✓	21 August 1992

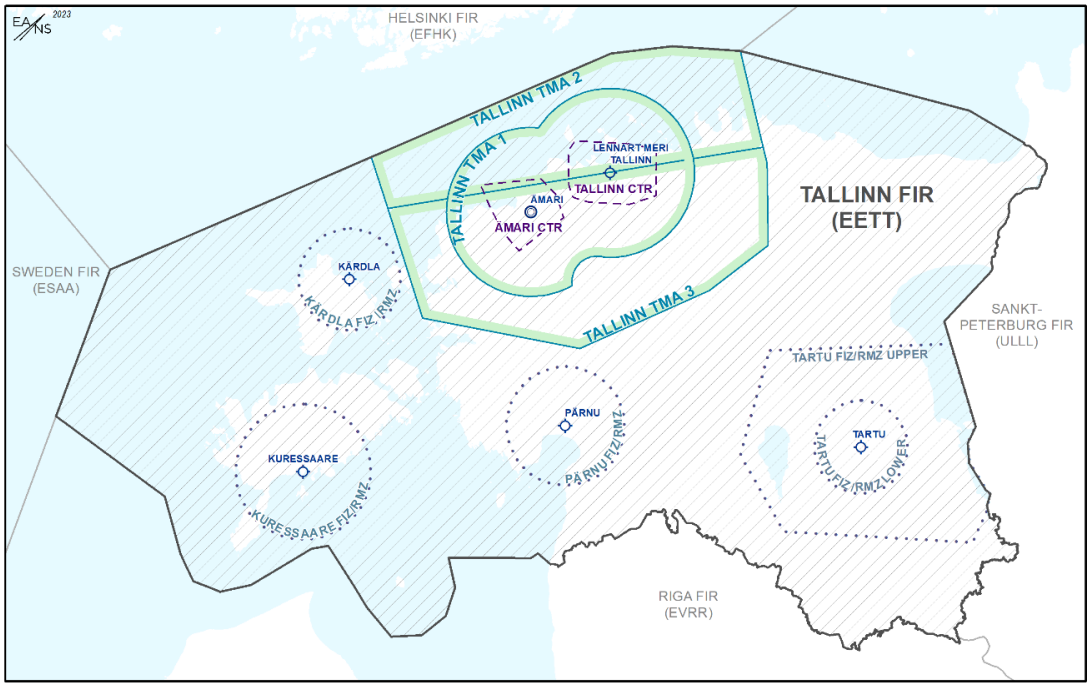
Geographical description of the FIR(s)

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

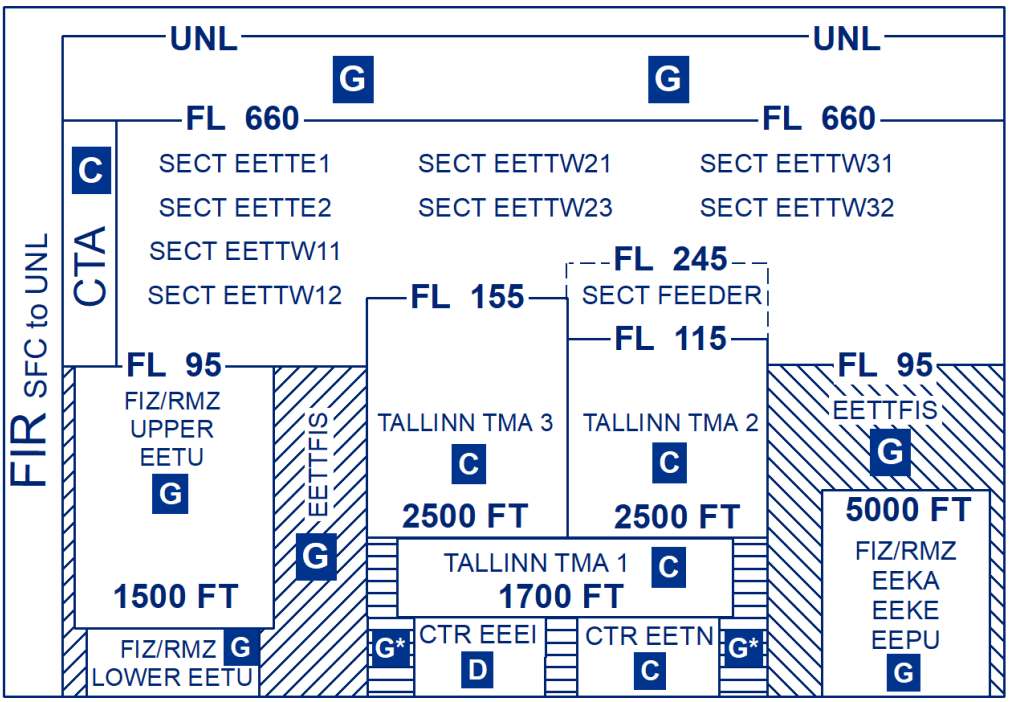
Tallinn FIR is surrounded by FIRs of 4 States, namely Helsinki FIR and Helsinki TMA in the north, St. Petersburg FIR in the east, Riga FIR/TMA in the south and Sweden FIR-s in the west.

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 2 airports, namely Tallinn and Ämari (Military). In addition, there are Kärdla, Kuressaare, Pärnu and Tartu FIZ.



Airspace Classification and Organisation



FIR: SFC - 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:

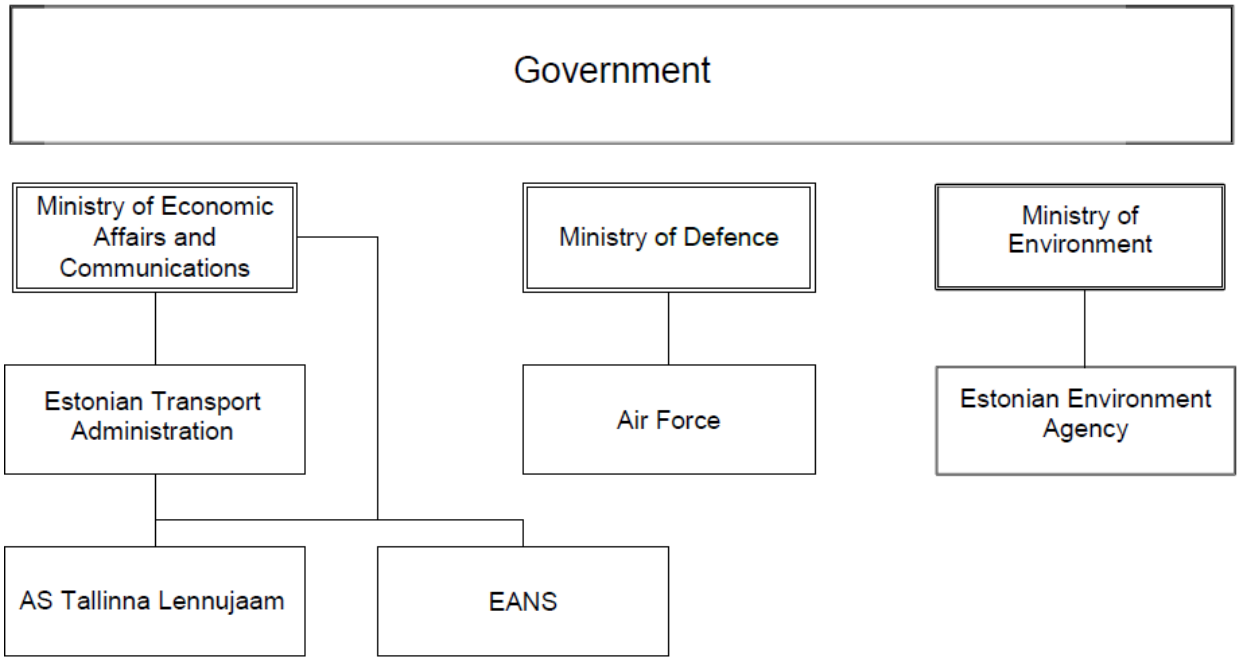
ATC Unit	Number of sectors		Associated FIR(s)	Remarks
	En-route	TMA		
TALLINN ATCC	2+1	1	Tallinn CTA (Class C)	+ 1 Feeder sector suite operational regularly as from Nov 2005
Tallinn APP		1	Tallinn TMA	Collocated with Tallinn ACC

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;
- Estonian Air Navigation Services (Estonian ANS or EANS);
- Estonian Environment Agency;
- Ministry of Defence;
- Estonian Defence Forces Air Force;
- AS Tallinna Lennujaam.

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 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 (Estonian NSA) *(From 01.01.2021)*	Safety Oversight Estonian Transport Administration Aviation Act Statutes of Estonian Transport Administration (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 (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 (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 (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

The Estonian Transport Administration (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 2022 is under preparation, Annual Safety report of 2021 has been published here.

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

In accordance with international standards the controlled airspace is divided into 3 air traffic control units in order to fulfil different tasks: Tower Control Unit, Approach Control Unit and Area Control Centre. In addition to these services the ATS units also provide alerting service and flight information service.

The services of EANS are:

- Provision of Air Traffic Service;
- Publication, exchange and dissemination of Aeronautical Information - Aeronautical Information Services;
- Technology: ATM Systems, Navigation, Radio Communication, Surveillance;
- Consultancy Services and expertise in the field of aviation.
- Development activities

	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	Tallinn	CTR.
AIS	Y		
CNS	Y		
MET	N	Estonian Environment Agency (https://www.keskkonnaagentuur.ee/en)	
ATCO training	Y	EANS provides OJT and complementary training.	
Others		AFIS service at Tartu AD. There is a plan to start provision of the AFIS also at other Estonian regional airports by using Remote TWR (rAFIS) concept.	
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]	Y	FINEST

FDPS

Specify the manufacturer of the ATC system currently in use:	Thales
Upgrade[2] of the ATC system is performed or planned?	Software and hardware upgrade planned 2024
Replacement of the ATC system by the new one is planned?	Not planned
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?	Software and hardware upgrade planned 2024
Replacement of the ATC system by the new one is planned?	Not planned
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 AS Tallinna Lennujaam. 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 2022– 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/

[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))

Meteorological Service Providers

Estonian Environment Agency

Estonian Environment Agency, which is responsible for all activities carried out by national meteorological and hydrological service. The Estonian Environment Agency is responsible for provision of meteorological service (forecasting and weather warning services) for international and domestic aviation within Tallinn Flight Information Region (FIR). The Weather Forecasting Department is a part of the Estonian Environment Agency (ESTEA).

Estonian Environment Agency`s objective is contribution towards the safety, regularity and efficiency of international air navigation by supplying the operators, flight crew members, air traffic service units, search and rescue services units, airport managements and other customers concerned with the conduct or development of international air navigation with the meteorological information.

The contacts of the Estonian Environment Agency and the Weather Forecasting Department can be found at https://keskkonnaagentuur.ee/en.

Service provided

Estonian Environment Agency provides 24/7 forecasting and weather warning service to Kuressaare, Kärdla, Pärnu, Tallinn, Tartu aerodromes and within Tallinn FIR. Additionally, they provide weather observation service for Estonian Civil Airports.

Military Authorities

The Military Authorities in Estonia concerned with ATM are:

- Ministry of Defence;

- Estonian Military Aviation Authority;

- 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 Military Aviation Authority is responsible for setting, monitoring and enforcing safety standards through military aviation regulations.

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)		Means used to inform airspace users (other than military)	

about these provisions:		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.
Additional information: -	Estonian Transport Administration 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:	NIL
Certificate issued by:	Estonian Transport Administration	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	N	Both OAT and GAT	Y

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

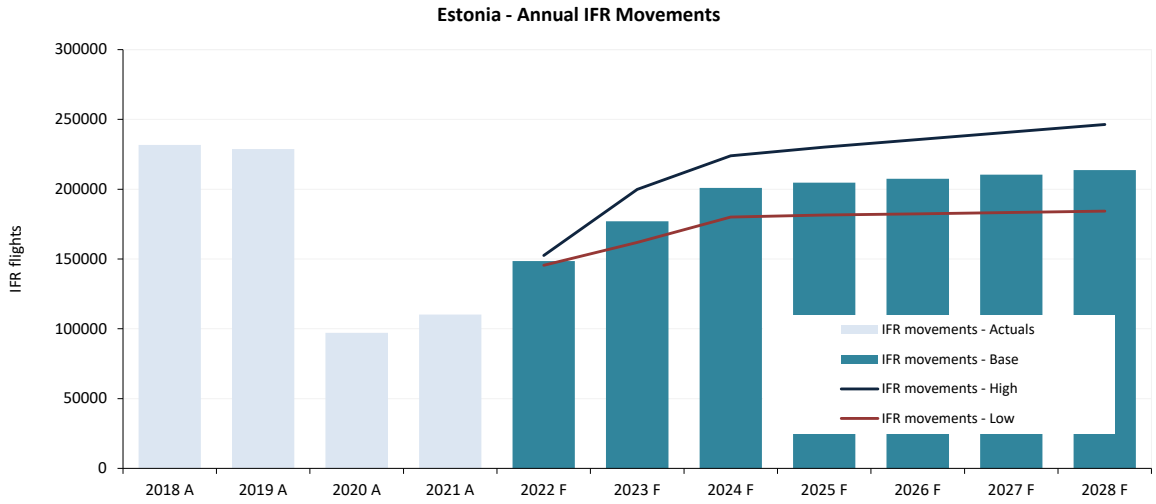
If Military fly GAT-IFR inside controlled airspace, specify existing special arrangements:								
No special arrangements				Y	Exemption from Route Charges			N
Exemption from flow and capacity (ATFCM) measures				N	Provision of ATC in UHF			N
CNS exemptions:	RVSM	N	8.33	N	Mode S	N	ACAS	N
Others:	Provision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



EUROCONTROL Forecast Update 2022-2028 - October 2022											
IFR Movements (Growth)		2019 A	2020 A	2021 A	2022 F	2023 F	2024 F	2025 F	2026 F	2027 F	2028 F
Estonia	High				38%	31.0%	12.0%	2.7%	2.3%	2.3%	2.2%
	Base	-1%	-58%	13%	35%	19.0%	14.0%	1.9%	1.4%	1.5%	1.5%
	Low				32%	11.0%	11.0%	0.8%	0.4%	0.5%	0.6%
ECAC	High				51%	18.0%	5.6%	3.0%	2.8%	2.3%	2.3%
	Base	1%	-55%	25%	49%	10.0%	6.3%	2.5%	2.2%	2.0%	2.1%
	Low				46%	5.0%	4.3%	1.6%	1.3%	1.2%	1.2%

2022

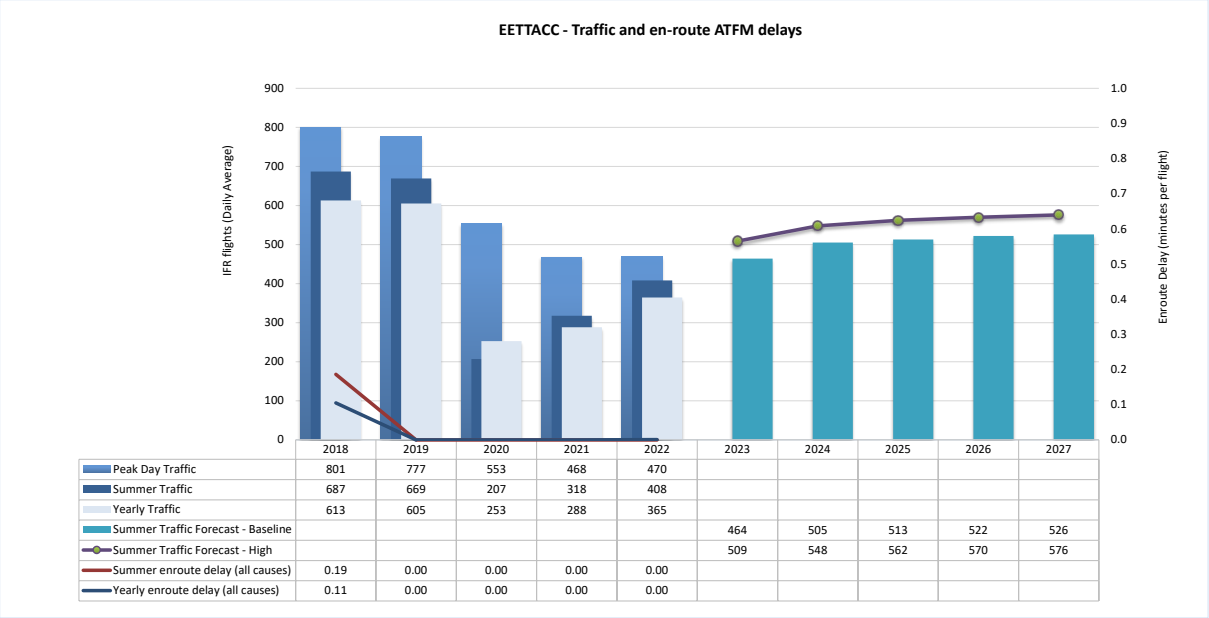
Traffic in Estonia increased by 29% compared to 2021 and recovery was at 62% of 2019.

2023-2028

The EUROCONTROL Seven-Year forecast predicts an average annual increase between 4.0% and 8.3% during the planning cycle, with an average baseline growth of 6.2%.

2.2.ACC Tallinn

Traffic and en-route ATFM delays 2018-2027



	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Peak Day Traffic	801	777	553	468	470					
Summer Traffic	687	669	207	318	408					
Yearly Traffic	613	605	253	288	365					
Summer Traffic Forecast - Baseline						464	505	513	522	526
Summer Traffic Forecast - High						509	548	562	570	576
Summer enroute delay (all causes)	0.19	0.00	0.00	0.00	0.00					
Yearly enroute delay (all causes)	0.11	0.00	0.00	0.00	0.00					

2022 performance

Tallinn ACC	Traffic		En-route Delay (min. per flight)		Capacity	
	2022 vs.2021	% of 2019	All reasons	ACC Reference Value	Capacity Gap?	Baseline
Year	+26%	60%	0.00	0.03	No	
Summer	+28%	61%	0.00			51

Summer 2022 performance assessment
The average delay per flight was zero in Summer 2022.

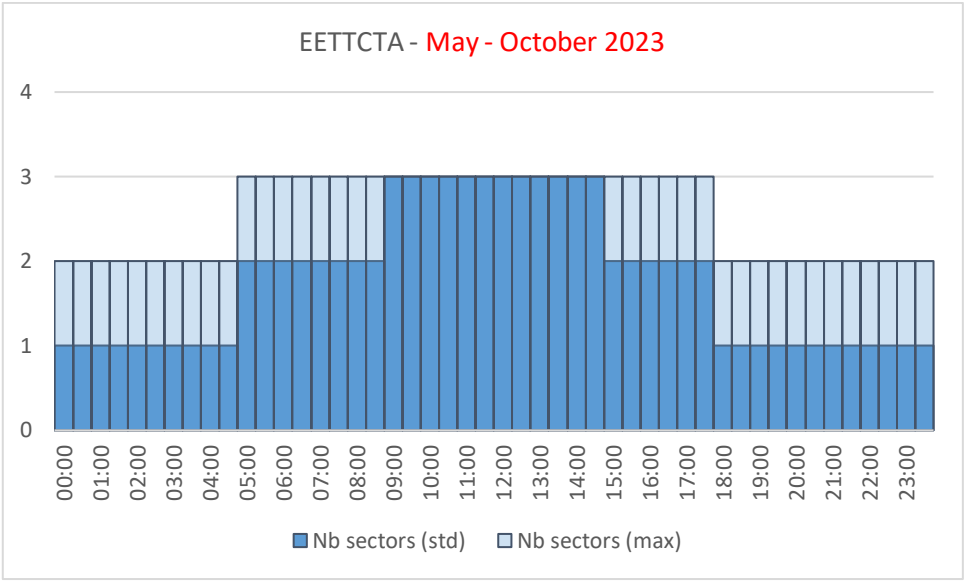
Operational actions	Achieved	Comments
Review and analysis of existing FRA connecting routes (FINEST AREA)	Ongoing	Pending FINEST cross border service with 1FDP
Cross-Baltic TSA structure in addition to current TSA structure	Yes	Regular Baltic three-state CIV-MIL meetings for better FUA
Analysis of current operations and defining KPIs	Ongoing	
Harmonized ATC procedures between Finland and Estonia	Ongoing	
COMMON FDP (TopSky ATC system) between Finland and Estonia 22 APR 2022	No	Pending FINEST cross border service with 1FDP. Date TBC.
Adaptation of sector opening times	Yes	
Maximum configuration: 3 sectors	Yes	

Planning Period – Summer 2023-2027

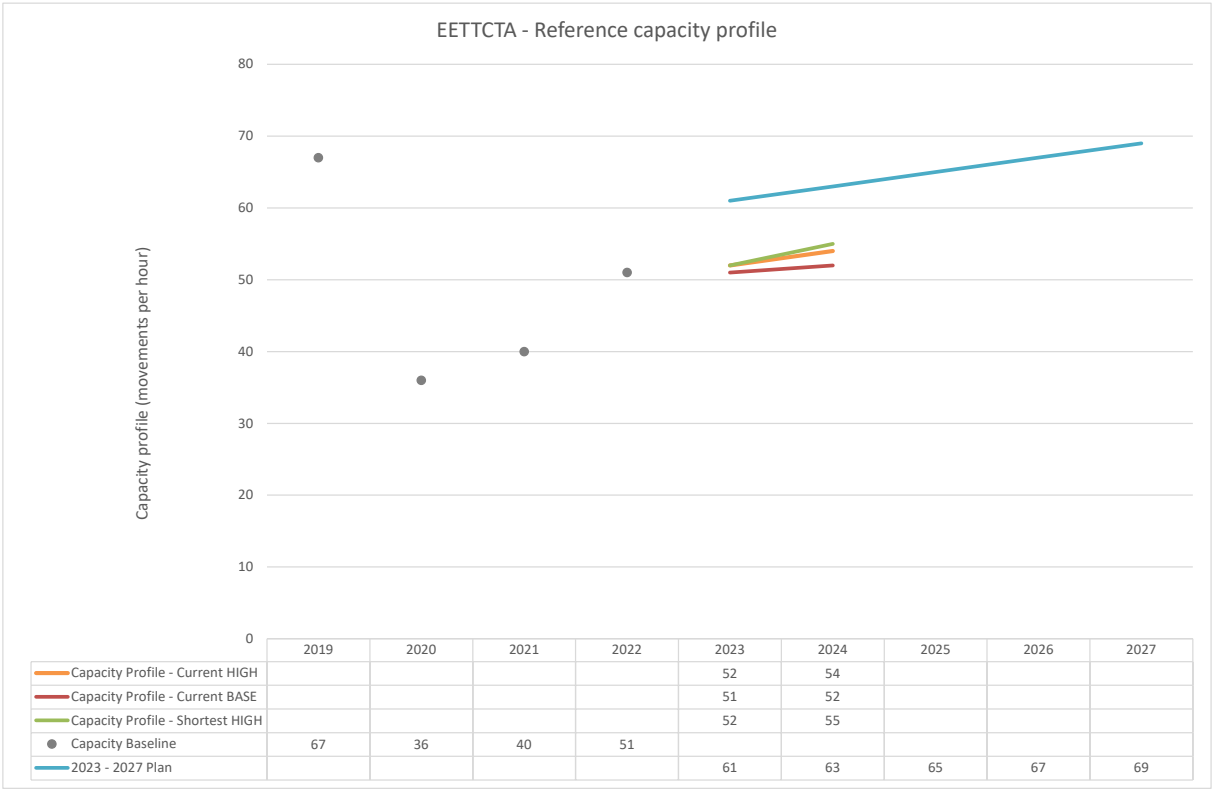
The planning focuses on the summer season to reflect the most demanding period of the year from a capacity perspective. This approach ensures consistency with the previous planning cycles.

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

Summer Capacity Plan					
	2023	2024	2025	2026	2027
Free Route Airspace	Review and analysis of existing FRA connecting routes (FINEST AREA)	Follow up of and possible modifications to support ATFCM			
Airspace Management Advanced FUA	FINEST: review and update of necessary procedures				
	Baltic three-state CIV-MIL meetings				
Airport & TMA Network Integration	Possible modifications according to KPIs and customer feedback				
	Modernization of Tallinn TMA and CTR				
Cooperative Traffic Management		FINEST review and update as necessary			
		Common FMP for Estonia and Finland			
Airspace		Dynamic Cross-border sectorisation Estonia/Finland			
	Dynamic sectorisation in Tallinn FIR				
		FINEST: review and update of airspace as necessary after the FINEST implementation			
Procedures	Harmonized ATC procedures between Finland and Estonia				
	FINEST: review and update of necessary ATM procedures				
Staffing		ATCO cross border operations between Finland and Estonia			
Technical	New VCS 23 MAR 2023				
Capacity		One configuration for FINEST managed by common FMP.			
		FINEST capacity based on CAPAN. FINEST cross-border service with 1FDP			
		FINEST capacity annual review. FINEST cross-border service with 1FDP			
Significant Events					
Max sectors	3 EETT 10 FINEST*	4 EETT 10 FINEST*	4 EETT 10 FINEST*	4 EETT 10 FINEST*	4 EETT 10 FINEST*
Planned Annual Capacity Increase	20%**	3%	3%	3%	3%
Capacity Profile - Base Annual % Increase	0%	2%			
Capacity Plan v. Profile - Base	20%	21%			
Capacity Profile - High Annual % Increase	2%	4%			
Capacity Plan v. Profile - High	17%	17%			
Capacity Profile – High Shortest Annual % Increase	2%	6%			
Capacity Plan v. Profile – High Shortest	17%	15%			
Annual Reference Value (min)	0.03	0.03			
Additional information	* Pending FINEST cross-border service with 1FDP ** Planned capacity increase reflects the pre-existing availability of capacity together with the planned actions for 2023				



Times are UTC



	2019	2020	2021	2022	2023	2024	2025	2026	2027
Capacity Profile - Current HIGH					52	54			
Capacity Profile - Current BASE					51	52			
Capacity Profile - Shortest HIGH					52	55			
Capacity Baseline	67	36	40	51					
2023 - 2027 Plan					61	63	65	67	69

2023-2027 Outlook
No capacity issues are foreseen for Tallinn ACC for the planning period.

3. Implementation Projects

The tables below presents the high-level information about the main projects currently ongoing in Estonia. The details of each project are available in the LSSIP DB (extraction can be asked to LSSIP FP or LSSIP CP).

3.1. National projects

Name of project:	Organisation(s):	Schedule:	Progress Description:	Links:
Tallinn Airport A-CDM implementation project	EANS (EE), TALLINN AIRPORT Ltd. (EE)		Delayed. Due to Covid-19 economic crisis, resources are minimized.	L3: AOP05
Navigation Infrastructure Rationalisation	EANS (EE), Estonian Transport Administration (EE)	2023	The procurement has started.	L3: NAV03.1
rTWR Implementation	EANS (EE), Estonian Transport Administration (EE), TALLINN AIRPORT Ltd. (EE)	Tartu is scheduled to be operational in 2023 and Kuressaare aerodrome will be operational in 2024.	Tartu aerodrome's remote tower system is certified, active shadow mode trials carried out. Tartu remote tower is planned to be implemented in April 2023. Kuressaare aerodrome's remote tower system is certified but going operational in 2024.	

3.2.FAB projects

None

3.3.Multinational projects

Name of project:	Organisation(s):	Schedule:	Progress Description:	Links:
Borealis FRA Implementation (Part 2) (2015_227_AF3_A; 2015_227_AF3_B)	AVINOR AS (NO), EANS (EE), Fintraffic ANS (FI), IAA-ATS Provider (IE), LFV (SE), LGS (LV), NATS (UK), Naviair (DK)	2015-2026	Work in progress	L3: AOM21.2

4. Cooperation activities

4.1. FAB Co-ordination

NEFAB

The main objectives of ANSPs cooperation in the framework of NEFAB are coordination of efforts, sharing of resources and synergy.

This cooperation includes:

- Coordinated cooperation with States to support NEFAB Committees and Council;
- Analysis and monitoring of SES requirements, coordinating with EU initiatives;
- Common representation of the NEFAB ANSPs at the NMB;
- Cooperation and information sharing between NEFAB ANSPs on CANSO and NM working groups activities;
- Coordinated contribution to NDOP, NDTECH and development of network services.

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 2028.

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.

FINEST

FINEST is cross-border air traffic management program between EANS and Fintraffic ANS, which aims at integrating airspaces of two countries.

Area Air Traffic Controllers of EANS and Fintraffic ANS shall start working not only in their respective flight information region (FIR) as today, but also in the other Party's FIR based on delegation scheme, e.g., at any given moment any controller from Finland could be assigned to control air traffic in any sector of Estonia or cross-border sector between Estonia and Finland.

Air Traffic Controllers shall be licensed to control air traffic over Estonia and Finland with the assigned sectors.

The renewed airspace is divided into small blocks that shall allow the Flow Managers to configure the blocks into sector combinations supporting the real-time air traffic flows as best as possible despite the FIR border between Estonia and Finland.

As there is a plan to use resources of ACC Air Traffic Controllers of both Parties and the traffic in total will not increase through this cooperation, the workload for the controllers will remain approximately the same as today working separately in both FIRs.

This cooperation will provide us a tool to increase the capacity in our airspace by 20% based on the 2019 traffic figures using the same number of resources.

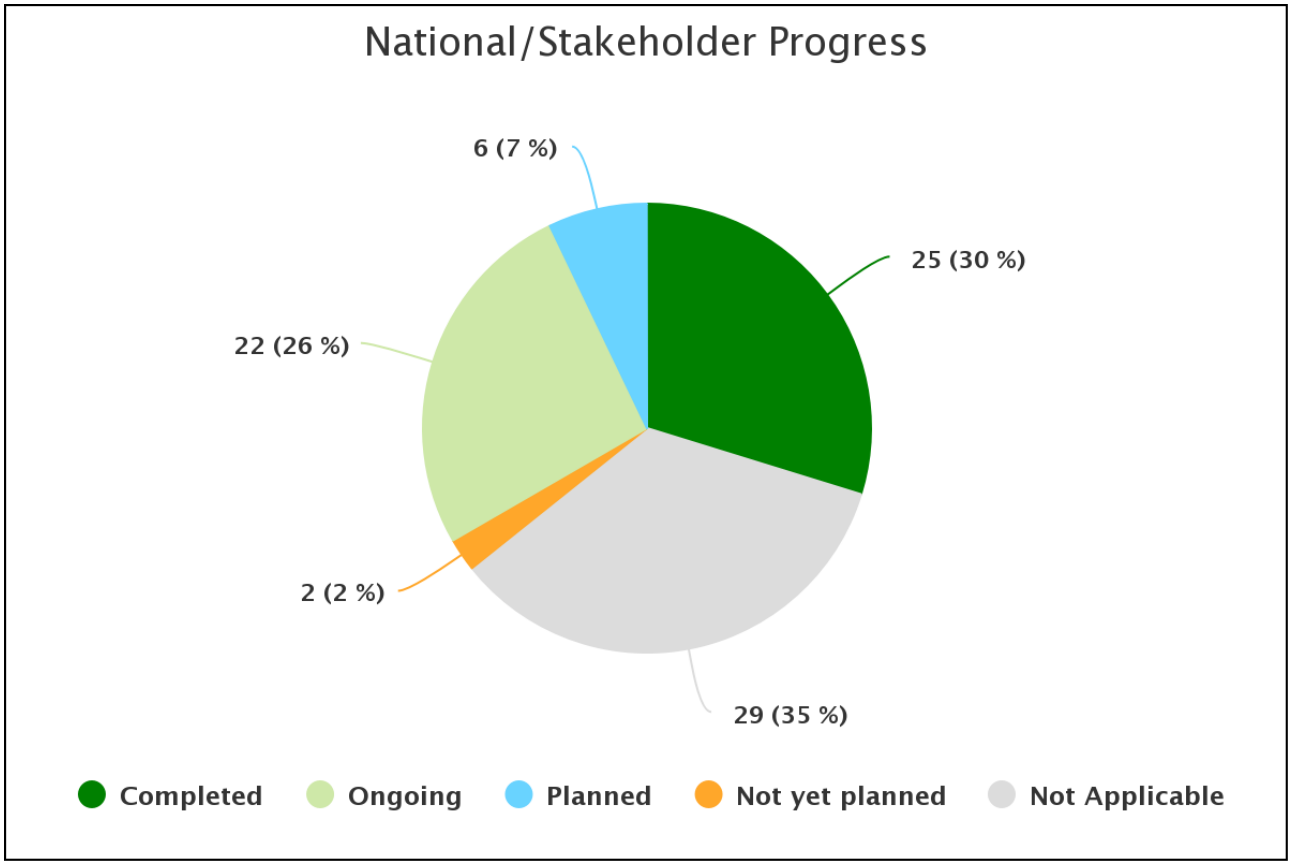
It is a first attempt of this kind in the world to combine the airspaces of two countries supporting fully the Pan-European initiative called Single and Digital European Sky (SES) – a co-operation across EU aiming at building a shared digital European airspace by 2025.

The project was kicked off in 2018 and since then, both EANS and Fintraffic ANS have been working together, involving also other parties in both countries, to both legally and technically make the service provision in the shared airspace happen. FINEST is planned to be launched in phases. ANSP-s have harmonized the ATM System parameters in 2020, have installed the upgraded version of ATM System TopSky on both sides in spring 2021. At the beginning of 2022 EANS finalized airspace changes which is the enabler for the cross border FINEST project and harmonized operational procedures. Due to geopolitical situation the approval for the project from MoDs have been delayed as additional concerns were raised. Throughout the year 2022 the dialogue with owners and MoDs were kept open to define the way for approval in the changed geopolitical situation. The cross-border service provision shall be initiated after the final approval from both Sates.

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).



Source: EUROCONTROL LSSIP+ DB

Summary of the implementation of the objectives

FINEST project was postponed due to geopolitical situation, the dialogue between States involved is ongoing, the cross-border service provision shall be initiated after the final approval from both Sates.

Implementing A-CDM at Tallinn airport is still delayed due economic situation caused by COVID-19 and geopolitical situation. A-CDM implementation possibilities shall be taken under the loop from SP side in 2023.

Estonian NSA has had a constant lack of human resource, thereof some of the objectives were still not met on time.

From the ANSP EANS side the Objective COM11.1 Voice over Internet Protocol (VoIP) in En-Route was planned to be completed in 2022, but due to technical software problems, it was postponed until the beginning of 2023.

The Objective ATC02.8 Ground-Based Safety Nets was 2022 in the ongoing stage and is now completed. MSAW and APM functions are technically available in ATM system, however, due to no operational demand and low ground structure, there is no need to activate those functions.

MET ANSP Estonian Environment Agency (ESTEA) is lacking Information-Communication Technology human resources, due organizational matters, all systems related services are provided for them by Information Technology Centre of the Ministry of Environment. Most objectives are related with systems, so this matter is challenge for them to keep key persons. ICT technologies are key for modern and high-quality forecasting and warning service, so far, the experience is that things and projects need more resources than forecasted. Estonian Environment Agency has recovered from COVID-19 related economic influence.

Some important objectives were completed in 2022. One of them was AOM19.4 Management of Predefined Airspace Configurations, which went into operational use in January 2022.

In 2022, the last part of instrument RWY RNP APCH procedures were implemented. RNP Approach Procedures to instrument RWY RNP APCH procedures are published and implemented at EETN, EEKE, EEKA, EETU and EEPU aerodromes. That contributed to the completion of Objective NAV10 RNP Approach Procedures to instrument RWY.

In 2022, there was also progress in activities related to SWIM. More work awaits in the coming years.

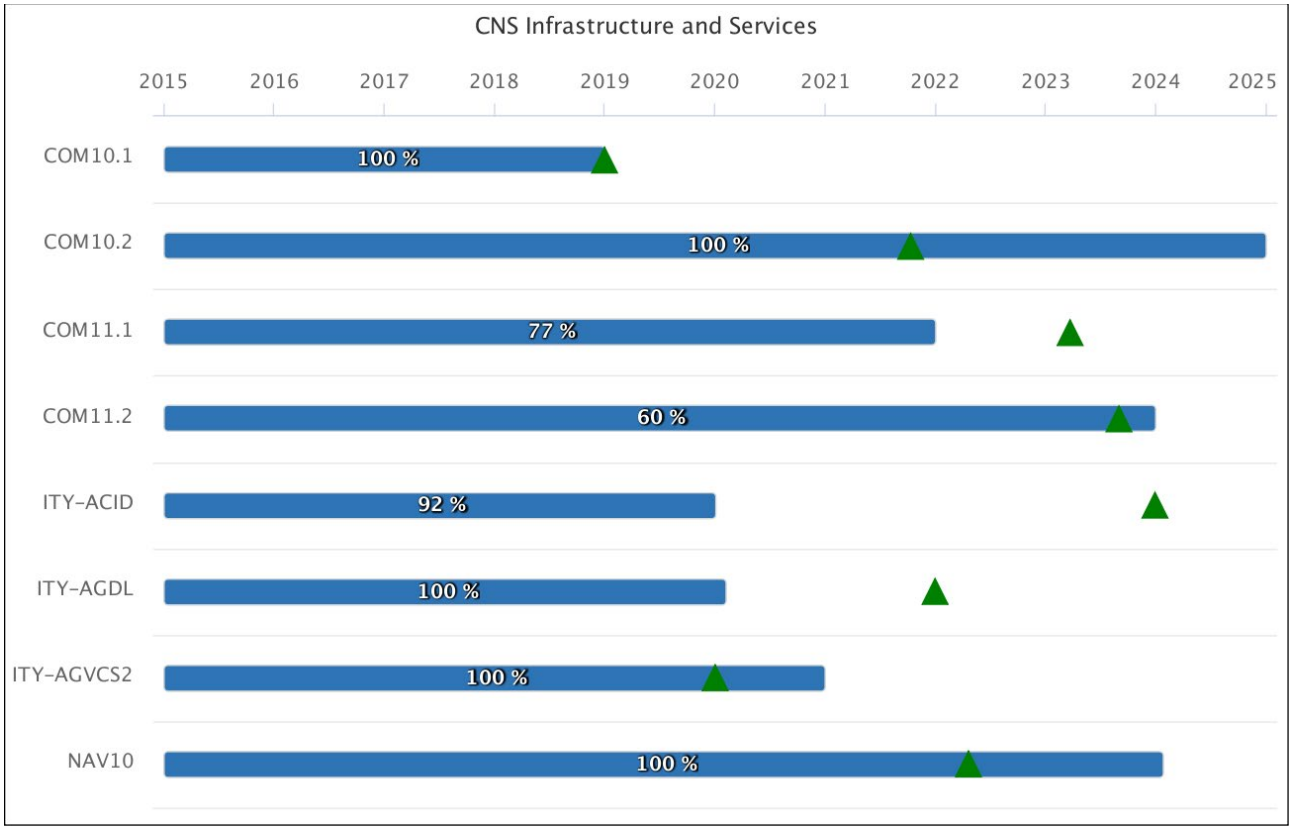
ESTEA started in 2022 establishing new webpage for aviation forecast and warnings, it is planned to be operational in Q2 2023.

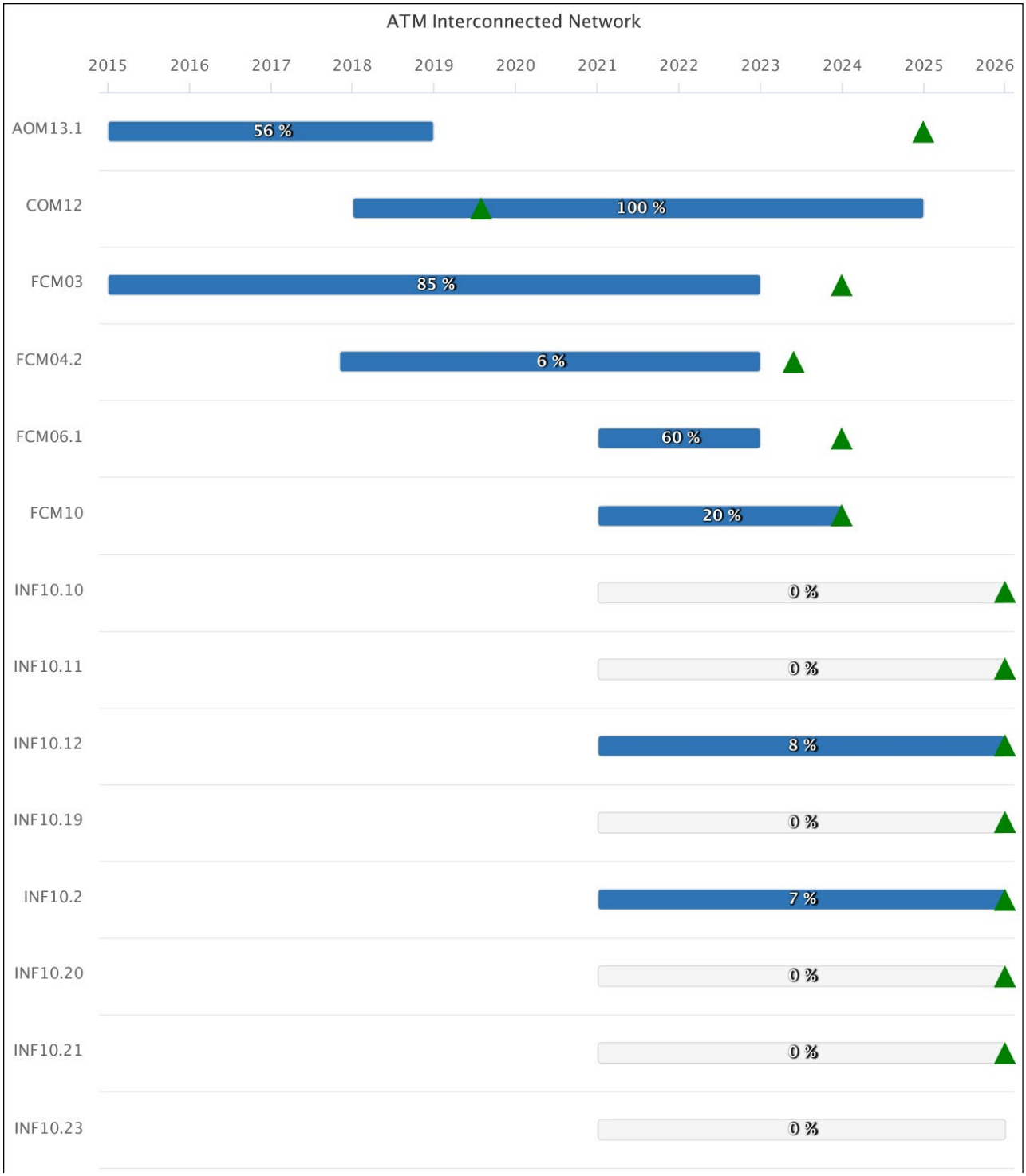
ESTEA is trying to ensure more dedicated Information-Communication Technology human resources for Estonian Environment Agency service-development projects for aviation services. Additionally Estonian Environment Agency participates in rTWR project with EANS and Tallinn Airport.

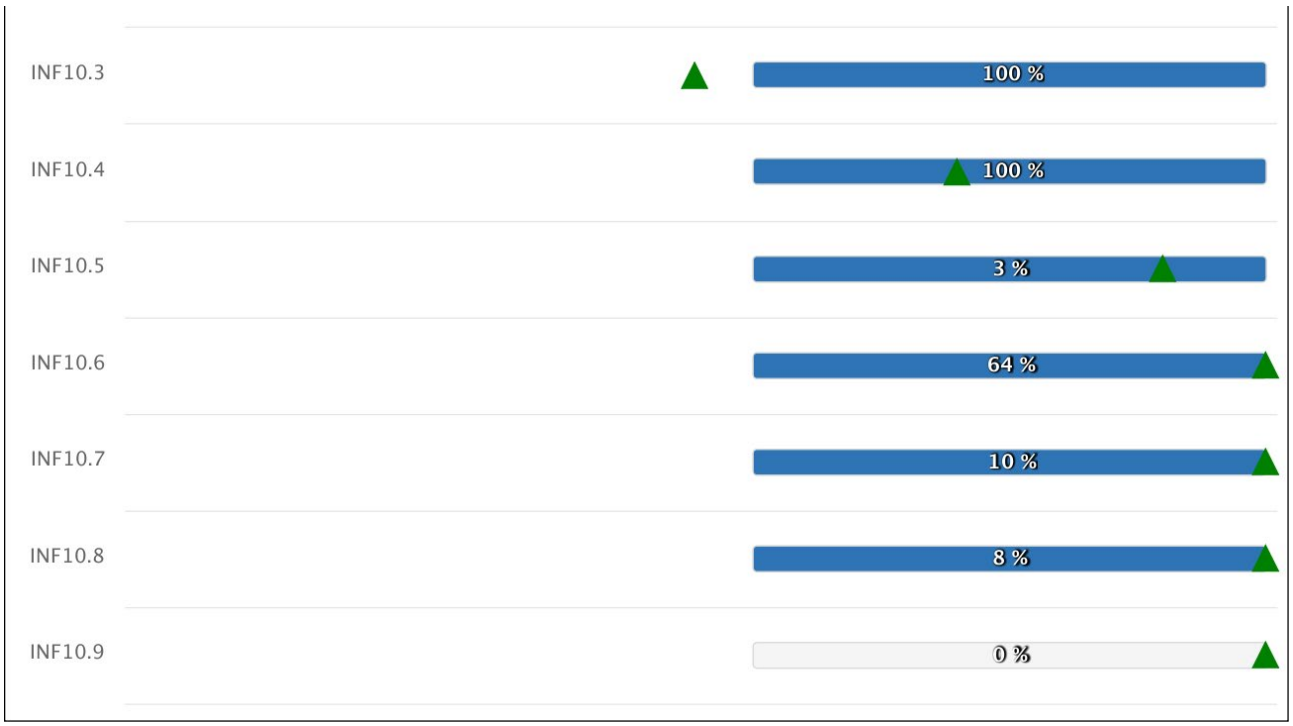
ESTEA plans to develop dedicated weather forecast for drone users.

5.2. Objective Progress per SESAR Essential Operational Changes

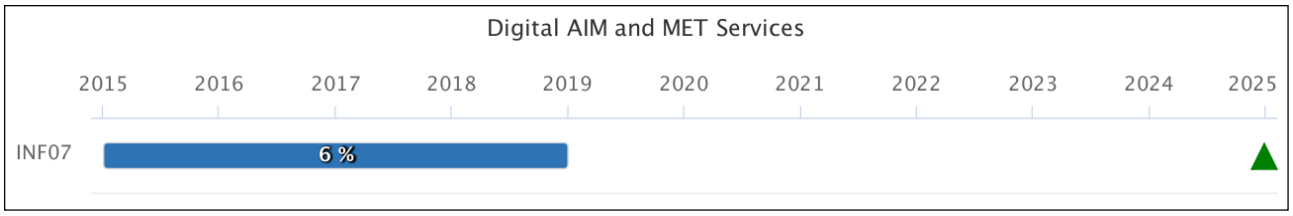
CNS
CNS infrastructure and services




ATM Interconnected Network
2015
2016
2017
2018
2019
2020
2021
2022
2023
2024
2025
2026
AOM13.1
56 %
COM12
100 %
FCM03
85 %
FCM04.2
6 %
FCM06.1
60 %
FCM10
20 %
INF10.10
0 %
INF10.11
0 %
INF10.12
8 %
INF10.19
0 %
INF10.2
7 %
INF10.20
0 %
INF10.21
0 %
INF10.23
0 %



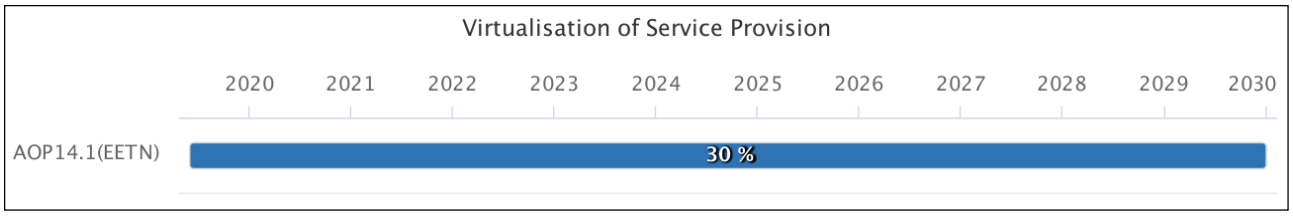
dS Digital AIM and MET services

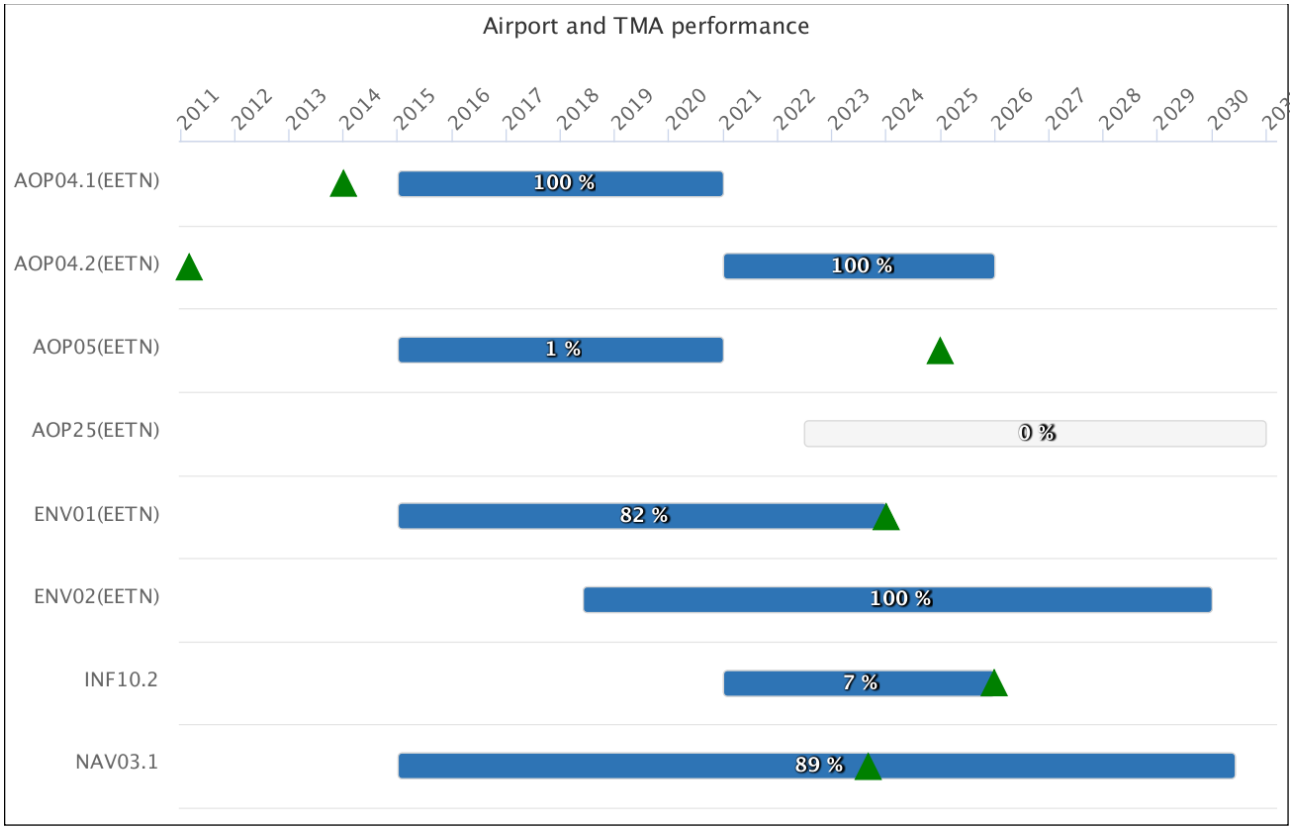


U-S U-space services

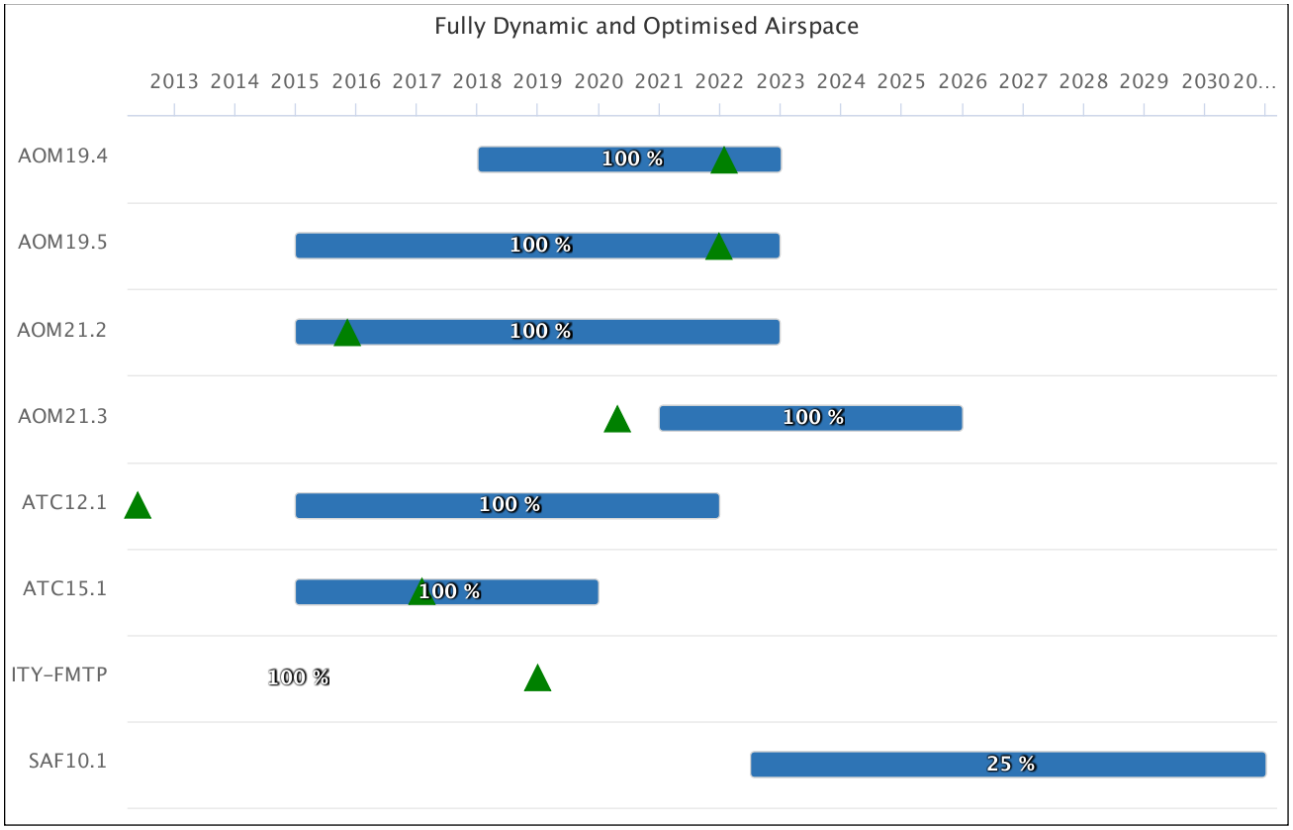
No implementation objectives are available yet for this EOC.

vS Virtualisation of service provision

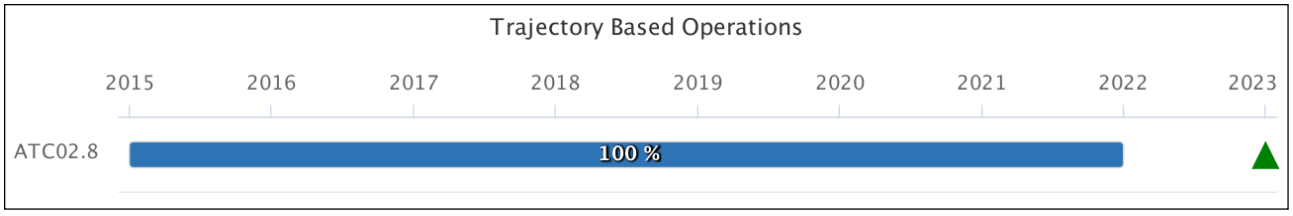



Airport and TMA performance
2011
2012
2013
2014
2015
2016
2017
2018
2019
2020
2021
2022
2023
2024
2025
2026
2027
2028
2029
2030
AOP04.1(EETN)
100 %
AOP04.2(EETN)
100 %
AOP05(EETN)
1 %
AOP25(EETN)
0 %
ENV01(EETN)
82 %
ENV02(EETN)
100 %
INF10.2
7 %
NAV03.1
89 %

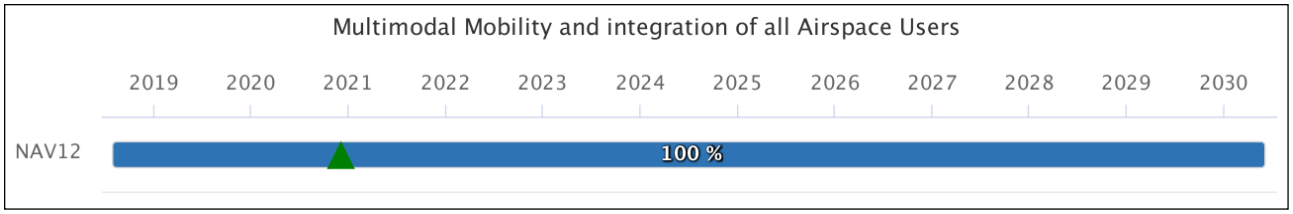
dA Fully dynamic and optimised airspace



TBO Trajectory -based operations



M3 Multimodal mobility and integration of all airspace users



Source: EUROCONTROL LSSIP+ DB

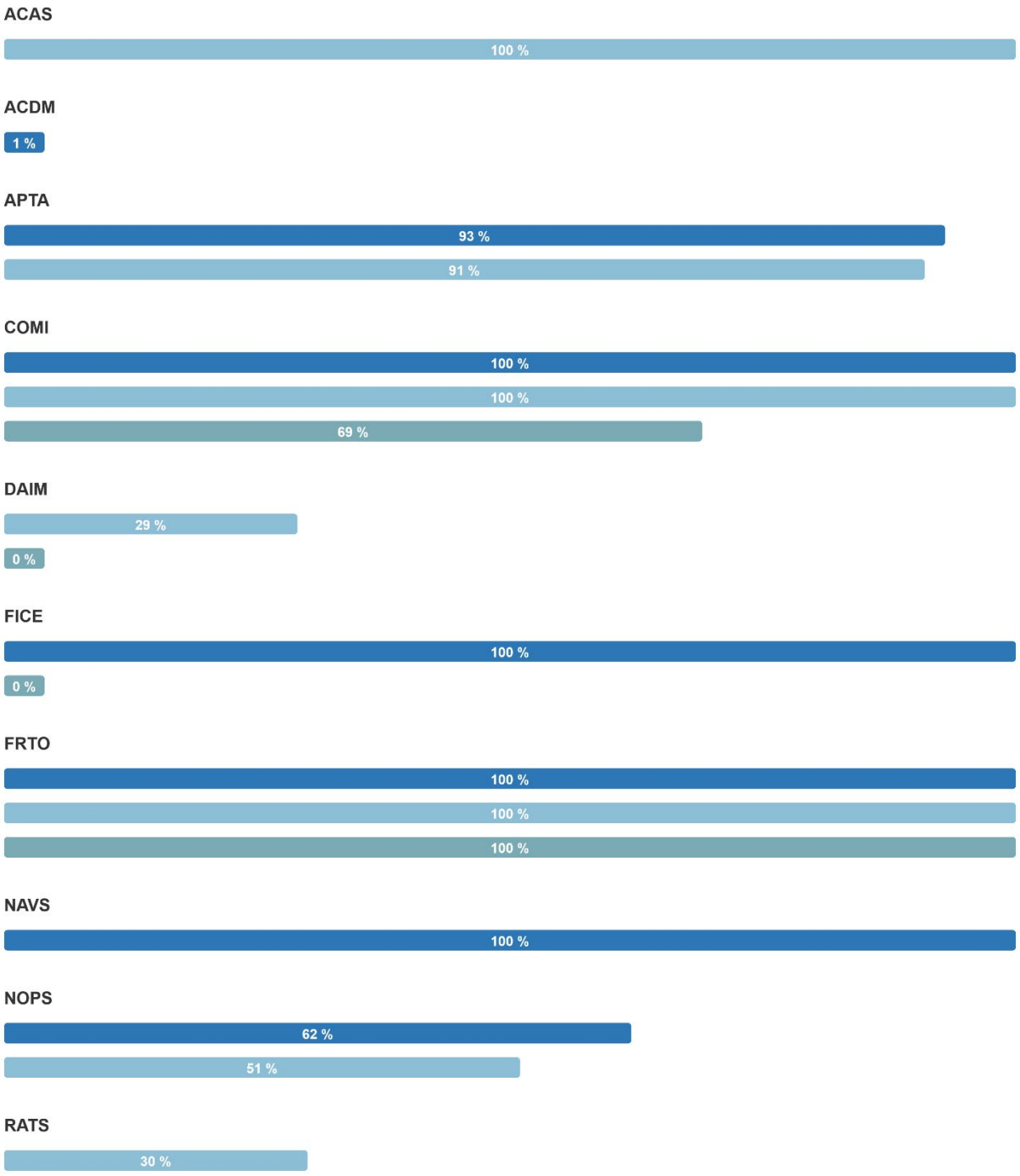
5.3. ICAO ASBU Implementation Progress

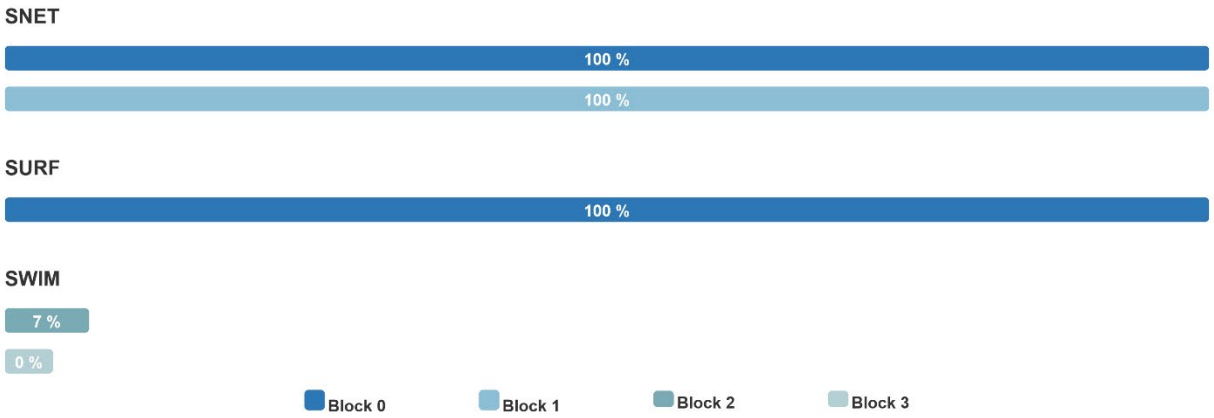
The tables below show for each ASBU Elements belonging to a particular ASBU Thread and Block, the overall status, the final date foreseen for completion and the percentage of progress achieved in the current cycle.

The final set of Block 0 and Block 1 ASBU elements to be monitored in ICAO EUR Region has been approved through written consultation by European Aviation System Planning Group (EASPG) in May 2022, based on the conclusions of the EUR Global Air Navigation Plan (GANP) Transition Project Team.

Results below were determined using the LSSIP Year 2022 declared statuses and progress of the relevant Implementation objectives in accordance with the updated mapping approved by the EASPG/3 meeting.

Note: Only the ASBU elements that are linked to an active implementation Objective are shown.





Source: EUROCONTROL LSSIP+ DB

5.4. Detailed Objectives Implementation progress

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

The implementing progress has been difficult, since world-wide pandemic situation (also the political situation) has caused longer budget deficiency, which in turn has caused many re-prioritisations in projects.
Also, constant lack of human recourse has had its influence in catching the objectives on time.

Main Objectives

AOM13.1	**Harmonise Operational Air Traffic (OAT) and General Air Traffic (GAT) Handling** ***Timescales:*** Initial operational capability: 01/01/2012 Full operational capability: 31/12/2018		**56%**	**Ongoing**
Activity should be completed by the end 2024.				**31/12/2024**
REG (By:12/2018)				
Estonian Air Force	Estonian national military aviation regulations are in force. Review of IFR OAT harmonisation procedures is postponed to 2023.	-	40%	Ongoing 31/12/2023
Estonian Transport Administration	Objective is in late status. The activity was not completed in 2022 due to ongoing lack of HUM resources.	-	40%	Ongoing 31/12/2023
ASP (By:12/2018)				
EANS	Objective activities completed by EANS.	-	100%	Completed 28/02/2022
Estonian Air Force	Estonian national military aviation regulations are in force. TRG is done.	-	100%	Completed 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.	-	20%	Ongoing 31/12/2024

SDP 3.1.2 AOM19.4	**Management of Predefined Airspace Configurations** ***Timescales:*** Initial operational capability: 01/01/2018 Full Operational Capability / Target Date: 31/12/2022		**100%**	**Completed**
Objective completed.				**27/01/2022**
ASP (By:12/2022)				
EANS	Objective completed.	-	100%	Completed 27/01/2022

SDP 3.1.1 AOM19.5	**ASM and A-FUA** ***Timescales:*** Initial Operational Capability: 01/01/2014 Full Operational Capability / Target Date: 31/12/2022		**100%**	**Completed**
The status of the objective is "late" since project is connected with the FINEST project. FINEST was postponed from the co-operational State side. **Nonetheless, according to the last feedback received from SDM AF3 Experts (27 Feb 2023): EANS is already compliant even if using a local ASM and not having any automated connection with ATC system at the moment, but manually triggering reserved areas on ATCOs CWPs. This automated exchange shall be there for AF5 target date (31.12.2025).**				**31/12/2021**
ASP (By:12/2022)				
EANS	2022 was planned common ASM system with FINEST CROSS BDRY service, but project postponed. Fully completed when LARA-Topsky interface is implemented. Nonetheless, according to the last feedback received from SDM AF3 Experts (27 Feb 2023): EANS is already compliant even if using a local ASM and not having any automated connection with ATC system at the moment, but manually triggering reserved areas on ATCOs CWPs. This automated exchange shall be there for AF5 target date (31.12.2025).	-	100%	Completed 31/12/2021

SDP 3.2.1 AOM21.2	**Initial Free Route Airspace** ***Timescales:*** Initial operational capability: 01/01/2015 Full Operational Capability / Target Date: 31/12/2022		**100%**	**Completed**
	-			
Free Route Airspace was implemented within NEFAB area on 12 November 2015.				**12/11/2015**
ASP (By:12/2022)				
EANS	NEFAB Free Route Airspace was implemented on 12 November 2015.	Borealis FRA Implementation (Part 2)	100%	Completed 12/11/2015

SDP 3.2.2 AOM21.3	**Enhanced Free Route Airspace Operations** ***Timescales:*** Initial Operational Capability: 01/01/2021 Full Operational Capability / Target Date: 31/12/2025		**100%**	**Completed**
Completed.				**23/04/2020**
ASP (By:12/2025)				
EANS		-	100%	Completed

	- The neighbouring countries with which they have cross-border FRA operations (being) implemented: Latvia, Finland, Sweden. - The TMAs() with which FRA connectivity to TMAs (being) implemented: Helsinki TMA ja Tallinn TMA. - Time limitations: NIL - Flight Level: FL095+ excl Tallinn TMA ja Helsinki TMA - Published Constraints: restrictions Estonian AIP ENR3.3, ENR1 FRA General procedures, ENR 3.5, ENR4.4 (FRA relevance). - Area of Responsibility: Tallinn FIR, NEFRA			23/04/2020

AOP04.1	**Advanced Surface Movement Guidance and Control System A-SMGCS Surveillance Service (former ICAO Level 1)** ***Timescales:*** Initial operational capability: 01/01/2007 Full operational capability: 31/12/2020		**100%**	**Completed**
EETN - Tallinn Airport				
A-SMGCS Level 1 system is implemented on 10 February 2011.				**31/12/2013**
REG (By:12/2010)				
Estonian Transport Administration	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) (Airport Safety Support Service = former ICAO Level 2)** ***Timescales:*** Initial operational capability: 01/01/2021 Full operational capability: 31/12/2025		**100%**	**Completed**
EETN - Tallinn Airport				
A-SMGCS Level II system at Tallinn Airport is implemented on 10 February 2011.				**28/02/2011**
ASP (By:12/2025)				
EANS	A-SMGCS Level II system at the Tallinn airport is implemented on 10 February 2011.	-	100%	Completed 28/02/2011
APO (By:12/2025)				
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: 31/12/2020		**1%**	**Ongoing**
EETN - Tallinn Airport				
EANS and Tallinn airport postponed the implementation of A-CDM at Tallinn aerodrome to the end of 2024 due to delayed Tallinn Aerodrome phase 2. Reconstruction and ATM systems upgrades.				**31/12/2024**
ASP (By:01/2021)				
EANS	The activity is delayed and depends on Tallinn Airport plans. The exact actions will be specified in 2023.	Tallinn Airport A-CDM implementation project	0%	Planned 31/12/2024
APO (By:01/2021)				
TALLINN AIRPORT Ltd.	The main activity is not yet started.	Tallinn Airport A-CDM implementation project	2%	Ongoing 31/12/2024

AOP10	**Time-Based Separation** ***Timescales:*** - not applicable -		**0%**	**Not Applicable**
EETN - Tallinn Airport **(Outside Applicability Area)**				
No operational need to implement TBS in EETN				**-**
REG (By:01/2024)				
Estonian Transport Administration	No operational need to implement TBS in EETN	-	0%	Not Applicable -
ASP (By:12/2024)				
EANS	No operational need to implement TBS in EETN	-	0%	Not Applicable -

SDP 2.2.1 **AOP11.1**	**Initial Airport Operations Plan** ***Timescales:*** - not applicable -		**0%**	**Not Applicable**
EETN - Tallinn Airport **(Outside Applicability Area)**				
N/A for EETN AD, according to bilateral meeting Bilateral meeting NEFAB.				**-**
ASP (By:12/2023)				
EANS	N/A.	-	0%	Not Applicable -
APO (By:12/2023)				

SDP 2.2.2 AOP11.2	**Extended Airport Operations Plan** ***Timescales:*** - not applicable -		**0%**	**Not Applicable**
EETN - Tallinn Airport **(Outside Applicability Area)**				
Outside of applicability area, EETN is non-CP1 Airport.				**-**
ASP (By:12/2027)				
EANS	Outside of applicability area.	-	0%	Not Applicable -
APO (By:12/2027)				
TALLINN AIRPORT Ltd.	EETN is non-CP1 Airport.	-	0%	Not Applicable -

SDP 2.3.1 AOP12.1	**Airport Safety Nets** ***Timescales:*** - not applicable -		**0%**	**Not Applicable**
EETN - Tallinn Airport **(Outside Applicability Area)**				
N/A for EETN AD, according to bilateral meeting and MPL3 Plan 2022_Technical Annex_v1.1_ANNEX 3 – APPLICABILITY TO AIRPORTS				**-**
ASP (By:12/2025)				
EANS	N/A.	-	0%	Not Applicable -
APO (By:12/2025)				

AOP13	**Automated Assistance to Controller for Surface Movement Planning and Routing** ***Timescales:*** - not applicable -		**0%**	**Not Applicable**
EETN - Tallinn Airport **(Outside Applicability Area)**				
No operational need in EETN				**-**
REG (By:12/2025)				
Estonian Transport Administration	No operational need in EETN	-	0%	Not Applicable -
ASP (By:12/2025)				
EANS	No operational need in EETN	-	0%	Not Applicable -

SDP 2.1.1 AOP19	**Departure Management Synchronised with Pre-departure sequencing** ***Timescales:*** - not applicable -		**0%**	**Not Applicable**
EETN - Tallinn Airport **(Outside Applicability Area)**				
EETN is non-CP1 Airport				**-**
ASP (By:12/2022)				
EANS	Outside of applicability area.	-	0%	Not Applicable -
APO (By:12/2022)				

SDP 3.2.1 ATC02.8	**Ground-Based Safety Nets** ***Timescales:*** Initial operational capability: 01/01/2009 Full operational capability: 31/12/2021		**100%**	**Completed**
-				
System is ready for use, but no demand, thereof ATC TRG NA also. Planned activation date is unknown.				**31/12/2022**
ASP (By:12/2021)				
EANS	MSAW and APM functions are technically available in ATM system, however, due to no operational demand and low ground structure, there is no need to activate MSAW and APM functions. APW function is implemented.	-	100%	Completed 31/12/2022

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 -

SDP 3.2.1 ATC12.1	**Automated Support for Conflict Detection, Resolution Support Information and Conformance Monitoring** ***Timescales:*** Initial operational capability: 01/01/2015 Full operational capability: 31/12/2021		**100%**	**Completed**
-				
MTCD, resolution support function and MONA are available since 2012. No definite plans to implement TCT.				**31/05/2012**
ASP (By:12/2021)				
EANS	MTCD, resolution support function and MONA are available since 2012. No definite plans to implement TCT.	-	100%	Completed 31/05/2012

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

SDP 1.1.1 ATC15.2	**Arrival Management Extended to En-route Airspace** ***Timescales:*** - not applicable -		**0%**	**Not Applicable**
	EETN - Tallinn Airport **(Outside Applicability Area)**			
N/A for EETN AD, EETN AD is non-CP1.				**-**
ASP (By:12/2024)				
EANS	Tallinn Airport is not listed in CP1 Geographical Scope.	-	0%	Not Applicable -

SDP 1.2.1 ATC19	**AMAN/DMAN Integration** ***Timescales:*** - not applicable -		**0%**	**Not Applicable**
	EETN - Tallinn Airport **(Outside Applicability Area)**			
N/A for EETN AD, Tallinn Airport is not listed in CP1 Geographical Scope.				**-**
ASP (By:12/2027)				
EANS	No planned activities. Tallinn Airport is not listed in CP1 Geographical Scope.	-	0%	Not Applicable -
APO (By:12/2027)				
TALLINN AIRPORT Ltd.	Not planned, Tallinn Airport is not listed in CP1 Geographical Scope.	-	0%	Not Applicable -

COM10.2	**Extended AMHS** ***Timescales:*** Initial Operational Capability: 01/12/2011 Full Operational Capability: 31/12/2024		**100%**	**Completed**
	-			
AMHS capability is available, tested, validated, but not in use yet.				**12/10/2021**
ASP (By:12/2024)				
EANS	Capability is available, tested, validated, but not in use. There is no need for enhanced capability.	-	100%	Completed 12/10/2021

COM11.1	**Voice over Internet Protocol (VoIP) in En-Route** ***Timescales:*** Initial operational capability: 01/01/2013 Full operational capability: 31/12/2021		**77%**	**Ongoing**
		-		
Process is in late status. All activities are planned to be completed for 23 March 2023.				**23/03/2023**
ASP (By:12/2021)				
EANS	Delayed until end of February 2023	-	77%	Ongoing 23/03/2023

COM11.2	**Voice over Internet Protocol (VoIP) in Airport/Terminal** ***Timescales:*** Initial operational capability: 01/01/2013 Full operational capability: 31/12/2023		**60%**	**Ongoing**
		-		
Implementation delayed.				**01/09/2023**
ASP (By:12/2023)				
EANS	Activities are ongoing, related to the development of remote tower.	-	60%	Ongoing 01/09/2023

COM12	**New Pan-European Network Service (NewPENS)** ***Timescales:*** Initial operational capability: 01/01/2018 Full operational capability: 31/12/2024		**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:12/2024)				
EANS	EANS migrated to NewPENS in July 2019.	-	100%	Completed 31/07/2019
APO (By:12/2024)				
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		**82%**	**Ongoing**
	EETN - Tallinn Airport			
CDO and P-RNAV procedures were implemented in Tallinn TMA 30 May 2013. Performance monitoring is not in place yet. The new planned implementation date is 2023.				**31/12/2023**
ASP (By:12/2023)				
EANS	EANS implemented P-RNAV and CDO techniques in May 2013. Performance monitoring is not in place yet. The new planned implementation date is 2023.	-	78%	Ongoing 31/12/2023

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: 31/12/2022	**85%**	**Ongoing**
-			
Functionality installed from ANSP side and available. **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 in year 2023.** **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.**			**31/12/2023**

ASP (By:12/2022)				
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. 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, not fully covered at NM.	-	85%	Ongoing 31/12/2023

SDP 4.1.1 FCM04.2	**Enhanced Short Term ATFCM Measures** ***Timescales:*** Initial operational capability: 01/11/2017 Full Operational Capability / Target Date: 31/12/2022	**6%**	**Ongoing**
-			
The objective is postponed due do postponement of FINEST program. **Operational use is expected by 31.05.2023 in accordance to plans of NM updated CHMI and related training package.**			**31/05/2023**

ASP (By:12/2022)				
EANS	EANS plans to introduce Short Term ATFCM Measures are ongoing but postponed due do postponement of FINEST programme. Planned to use NM STAM software tool. Operational use is currently expected by 31.05.2023 in accordance to plans of NM updated CHMI and related training package.	-	4%	Ongoing 31/05/2023

SDP 4.3.1 FCM06.1	**Automated Support for Traffic Complexity Assessment and Flight Planning interfaces** ***Timescales:*** Initial Operational Capability: 01/01/2021 Full Operational Capability / Target date: 31/12/2022	**60%**	**Ongoing**
-			
All the needed messages are moving to NM, but not automatically, since NM system does not support 1COP system (explanation: Problem with a reading the messages from free route area/FRA). **Objective is connected also to FINEST project, what was postponed by co-operating State on the spring 2022.**			**31/12/2023**

ASP (By:12/2022)				
EANS	EANS is currently using the NM CHMI for flow information. The procurement of a local Traffic Complexity tool is being evaluated for possible implementation at a later stage. Processing of APL and ACL messages is completed. NM system does not support 1COP system. Under investigation within FINEST co-operation. FDA position is sending AFP messages since January 2022. Finalization is linked to procurement of new ATM system Topsky (contract concluded and some activities started).	-	54%	Ongoing 31/12/2023

SDP 4.2.1 FCM10	**Interactive Rolling NOP** ***Timescales:*** Initial Operational Capability: 01/01/2021 Full Operational Capability / Target Date: 31/12/2023		**20%**	**Ongoing**
Process ongoing.				**31/12/2023**
ASP (By:12/2023)				
EANS	Interactive rolling is implemented in 2016. Adapting systems to receive and process TT-s needs to be implemented. Activities planned, needs coordination with NM and Tallinn Airport.	-	13%	Ongoing 31/12/2023
APO (By:12/2023)				
TALLINN AIRPORT Ltd.	Not yet planned.	-	0%	Not yet planned -

SDP 4.2.2 FCM11.1	**Initial AOP/NOP Information Sharing** ***Timescales:*** - not applicable -		**0%**	**Not Applicable**
	EETN - Tallinn Airport **(Outside Applicability Area)**			
EETN AD is non-CP1, N/A according to MPL3 Plan 2022 Technical Annex, Annex 3.				**-**
ASP (By:12/2023)				
EANS	Outside applicability area.	-	0%	Not Applicable -
APO (By:12/2023)				

SDP 4.4.1 FCM11.2	**AOP/NOP integration** ***Timescales:*** - not applicable -		**0%**	**Not Applicable**
	EETN - Tallinn Airport **(Outside Applicability Area)**			
EETN AD is non-CP1 Airport, N/A according to MPL3 Plan 2022 Technical Annex v1.1, Annex 3.				**-**
ASP (By:12/2027)				
EANS	Outside applicability area.	-	0%	Not Applicable -
APO (By:12/2027)				

INF07	**Electronic Terrain and Obstacle Data (eTOD)** ***Timescales:*** Initial operational capability: 01/11/2014 Full operational capability: 31/12/2018		**6%**	**Ongoing**
Process is in late status due to constant lack of human resources in NSA. Electronic TOD should be established by 31 December 2023.				**31/12/2024**
REG (By:01/2019)				
Estonian Transport Administration	Process is in late status due to constant lack of human resources in NSA. Electronic TOD should be established by 31 December 2023.	-	8%	Ongoing 31/12/2023
ASP (By:01/2019)				
EANS	No progress compared to last year, EANS cannot continue any activity before National TOD Policy is available.	-	5%	Ongoing 31/12/2024
APO (By:01/2019)				
TALLINN AIRPORT Ltd.	All AO related activities will be performed after National TOD Policy is available.	-	5%	Ongoing 31/12/2023

SDP 5.2.1 INF10.2	**Stakeholders' SWIM PKI and cyber security** ***Timescales:*** Initial Operational Capability: 01/01/2021 Full Operational Capability / Target Date: 31/12/2025		**7%**	**Ongoing**
Process is slowly ongoing.				**31/12/2025**
ASP (By:12/2025)				
EANS	Planned to participate in the EACP project. For internal systems planned to use local certificates and for external common PKI.	-	2%	Ongoing 31/12/2024
APO (By:12/2025)				
TALLINN AIRPORT Ltd.	NIL	-	0%	Not yet planned -
MET (By:12/2025)				
Estonian Environment Agency	NIL	-	10%	Ongoing 31/12/2025

SDP 5.3.1 INF10.3	**Aeronautical Information Exchange - Airspace structure service** ***Timescales:*** Initial Operational Capability: 01/01/2021 Full Operational Capability / Target Date: 31/12/2025		**100%**	**Completed**
LARA adapted/in use.				**10/06/2020**
ASP (By:12/2025)				
EANS	LARA is used according to their installation.	-	100%	Completed 10/06/2020

SDP 5.3.1 INF10.4	**Aeronautical Information Exchange - Airspace Availability Service** ***Timescales:*** Initial Operational Capability: 01/01/2021 Full Operational Capability / Target Date: 31/12/2025		**100%**	**Completed**
ANSP has ASM system LARA which provides the AUP/UUP to NM.				**31/12/2022**
ASP (By:12/2025)				
EANS	EANS has ASM system LARA which provides the AUP/UUP to NM. EANS is participating in LARA user group and also following the activities of "ASM SWIM" project activities to ensure the compliance of LARA tool.	-	100%	Completed 31/12/2022

SDP 5.3.1 INF10.5	**Aeronautical Information Exchange - Airspace Reservation (ARES)** ***Timescales:*** Initial Operational Capability: 01/01/2021 Full Operational Capability / Target Date: 31/12/2025		**3%**	**Ongoing**
Systems are used according to their installation, LARA/TOPSKY interface is planned with FINEST CROSS BDRY service.				**31/12/2024**
ASP (By:12/2025)				
EANS	LARA is used. ARES info is visible to all LARA customers who have access to LARA. Systems are used according to their installation. Waiting for release v5, when LARA will enable to implement the full scope of ARES exchanges via SWIM.	-	3%	Ongoing 31/12/2024

SDP 5.3.1 INF10.6	**Aeronautical Information Exchange – Digital NOTAM service** ***Timescales:*** Initial Operational Capability: 01/01/2021 Full Operational Capability / Target Date: 31/12/2025		**64%**	**Ongoing**
Will be implemented with SWIM and information exchange system developments, systems planned to be ready 2025.				**31/12/2025**
ASP (By:12/2025)				
EANS	EANS is participating in project ACADIA to ensure accordance. Activities are planned in the project plan.	-	0%	Planned 31/12/2025
AIS (By:12/2025)				
EANS	EANS is participating in project ACADIA to ensure accordance. Activities are ongoing in the project plan.	-	80%	Ongoing 31/12/2025

SDP 5.3.1 INF10.7	**Aeronautical Information Exchange - Aerodrome mapping service** ***Timescales:*** Initial Operational Capability: 01/01/2021 Full Operational Capability / Target Date: 31/12/2025		**10%**	**Ongoing**
Outside of the area of applicability. **Nevertheless, ANSP is participating in the ACADIA project and aerodrome mapping service is also in the scope.**				**31/12/2025**
AIS (By:12/2025)				
EANS	EANS is participating in the ACADIA project and aerodrome mapping service is also in the scope.	-	10%	Ongoing 31/12/2025

SDP 5.3.1 INF10.8	**Aeronautical Information Exchange - Aeronautical Information Features service** ***Timescales:*** Initial Operational Capability: 01/01/2021 Full Operational Capability / Target Date: 31/12/2025		**8%**	**Ongoing**
Activities are part of ACADIA project.				**31/12/2025**
ASP (By:12/2025)				
EANS	Activities part of ACADIA project.	-	0%	Planned 31/12/2025
AIS (By:12/2025)				
EANS	Ongoing, activities part of ACADIA project.	-	10%	Ongoing 31/12/2025

SDP 5.4.1 INF10.9	**Meteorological Information Exchange - Volcanic Ash Mass Concentration information service** ***Timescales:*** Initial Operational Capability: 01/01/2021 Full Operational Capability / Target Date: 31/12/2025		**0%**	**Planned**
Implementation should be ready for 31.12.2025.				**31/12/2025**
ASP (By:12/2025)				
EANS	We are planning system upgrades to consume SWIM MET services.	-	0%	Planned 31/12/2025
MET (By:12/2025)				
Estonian Environment Agency	We are planning system upgrades to provide SWIM MET services, potential cooperation with NamCon countries to be clarified during 2023. Actual implementation date`s NYP.	-	0%	Not yet planned -

SDP 5.4.1 INF10.10	**Meteorological Information Exchange - Aerodrome Meteorological information Service** ***Timescales:*** Initial Operational Capability: 01/01/2021 Full Operational Capability / Target Date: 31/12/2025		**0%**	**Planned**
SWIM implementation should be ready in 2025. SWIM PKI NYP. MET ANSP is serving AD and its users as demanded by IR (EU) 2017/373 using TAC/IWXXM.				**31/12/2025**
ASP (By:12/2025)				
EANS	We are planning system upgrades to consume SWIM MET services.	-	0%	Planned 31/12/2025
APO (By:12/2025)				
TALLINN AIRPORT Ltd.	AS Tallinna Lennujaam (Tallinn Airport Ltd.) is not MET service provider, the service is provided by Environmental Agency (Keskkonnaagentuur) from August 2020. SWIM PKI NYP.	-	0%	Not yet planned -

MET (By:12/2025)				
Estonian Environment Agency	MET ANSP is serving AD and its users as demanded by IR (EU) 2017/373 using TAC/IWXXM. SWIM PKI NYP.	-	0%	Not yet planned -

SDP 5.4.1 INF10.11	**Meteorological Information Exchange - En-Route and Approach Meteorological information service** ***Timescales:*** Initial Operational Capability: 01/01/2021 Full Operational Capability / Target Date: 31/12/2025	**0%**	**Planned**
SWIM implementation should be ready on 2025.			**31/12/2025**

ASP (By:12/2025)				
EANS	We are planning system upgrades to consume SWIM MET services.	-	0%	Planned 31/12/2025
MET (By:12/2025)				
Estonian Environment Agency	We are planning to provide services accordingly SWIM MET services, potential cooperation within NamCon countries for development, to be clarified during 2023	-	0%	Not yet planned -

SDP 5.4.1 INF10.12	**Meteorological Information Exchange - Network Meteorological Information** ***Timescales:*** Initial Operational Capability: 01/01/2021 Full Operational Capability / Target Date: 31/12/2025	**8%**	**Ongoing**
SWIM PKI etc. implementation should be ready on 2025			**31/12/2025**

ASP (By:12/2025)				
EANS	We are planning system upgrades to consume SWIM MET services.	-	0%	Planned 31/12/2025
MET (By:12/2025)				
Estonian Environment Agency	Meteorological information exchange will be established with SWIM implementation which starts from 2023 and will be ready 2025	-	10%	Ongoing 31/12/2025

SDP 5.5.1 INF10.13	**Cooperative Network Information Exchange - ATFCM Tactical Updates Service (Airport Capacity and Enroute)** ***Timescales:*** Initial Operational Capability: 01/01/2021 Full Operational Capability / Target Date: 31/12/2025	**0%**	**Not Applicable**
Not applicable.			**-**

ASP (By:12/2025)				
EANS	Applies only if local complexity tool is used. N/A for this monitoring cycle.	-	0%	Not Applicable -

SDP 5.5.1 INF10.14	**Cooperative Network Information Exchange – Flight Management Service (Slots and NOP/AOP integration)** ***Timescales:*** Initial Operational Capability: 01/01/2021 Full Operational Capability / Target Date: 31/12/2025	**0%**	**Not Applicable**

As per SDM instructions. as Estonia is not mandated to implement iAOP/eAOP, this Objective can be reported as Not Applicable,				-
ASP (By:12/2025)				
EANS	As per SDM instructions. as Estonia is not mandated to implement iAOP/eAOP, this Objective can be reported as Not Applicable,	-	0%	Not Applicable -
APO (By:12/2025)				
TALLINN AIRPORT Ltd.	Not yet planned either.	-	0%	Not Applicable -

SDP 5.5.1 INF10.15	**Cooperative Network Information Exchange – Measures Service (Traffic Regulation)** ***Timescales:*** Initial Operational Capability: 01/01/2021 Full Operational Capability / Target Date: 31/12/2025	**0%**	**Not Applicable**
Not applicable.			**-**
ASP (By:12/2025)			
EANS	Applies only if local complexity tool is used. N/A for this monitoring cycle.	-	0%	Not Applicable -

SDP 5.5.1 INF10.16	**Cooperative Network Information Exchange - Short Term ATFCM Measures services (MCDM, eHelpdesk, STAM measures)** ***Timescales:*** Initial Operational Capability: 01/01/2021 Full Operational Capability / Target Date: 31/12/2025	**0%**	**Not Applicable**
Not applicable.			**-**
ASP (By:12/2025)			
EANS	Applies only if local complexity tool is used. N/A for this monitoring cycle.	-	0%	Not Applicable -

SDP 5.5.1 INF10.17	**Cooperative Network Information Exchange – Counts service (ATFCM Congestion Points)** ***Timescales:*** Initial Operational Capability: 01/01/2021 Full Operational Capability / Target Date: 31/12/2025	**0%**	**Not Applicable**
Not applicable.			**-**
ASP (By:12/2025)			
EANS	Applies only if local complexity tool is used. N/A for this monitoring cycle.	-	0%	Not Applicable -

SDP 5.6.1 INF10.19	**Flight Information Exchange (Yellow Profile) - Flight Data Request Service** ***Timescales:*** Initial Operational Capability: 01/01/2021 Full Operational Capability / Target Date: 31/12/2025	**0%**	**Planned**
Planned to reach objective according to SP activities.			**31/12/2025**

ASP (By:12/2025)				
EANS	Planned to consume NM B2B services (ATM systems and ARO briefing).	-	0%	Planned 31/12/2025

SDP 5.6.1 INF10.20	**Flight Information Exchange (Yellow Profile) - Notification Service** ***Timescales:*** Initial Operational Capability: 01/01/2021 Full Operational Capability / Target Date: 31/12/2025	**0%**	**Planned**
Planned according to SP activities.			**31/12/2025**
ASP (By:12/2025)			
EANS	Planned to consume NM B2B services (ATM systems and ARO briefing).	-	0%	Planned 31/12/2025

SDP 5.6.1 INF10.21	**Flight Information Exchange (Yellow Profile) - Data Publication Service** ***Timescales:*** Initial Operational Capability: 01/01/2021 Full Operational Capability / Target Date: 31/12/2025	**0%**	**Planned**
Planned according to SP activities.			**31/12/2025**
ASP (By:12/2025)			
EANS	Planned to consume NM B2B services (ATM systems and ARO briefing).	-	0%	Planned 31/12/2025

SDP 5.6.1 INF10.23	**Flight Information Exchange (Yellow Profile) - Extended AMAN SWIM Service** ***Timescales:*** Initial Operational Capability: 01/01/2021 Full Operational Capability / Target Date: 31/12/2025	**0%**	**Not yet planned**
NYP			**-**
ASP (By:12/2025)			
EANS	NYP as EANS has no planned activities to integrate AMAN.	-	0%	Not yet planned -

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 (shall be converted on 2027), 3 are international frequencies, which should not be converted.			**02/01/2020**

REG (By:12/2018)				
Estonian Transport Administration	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
APO (By:12/2018)				
TALLINN AIRPORT Ltd.	There are 2 working channels on EETN AD, what are converted accordingly. REF EST AIP AD 2. EETN, EETN AD 2.18. Non-8,33 kHz equipped vehicles do not communicate with aircrafts.	-	100%	Completed 02/01/2020
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-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	**100%**	**Completed**
	-		
Estonia implemented CPDLC in Tallinn FIR in June 2018. LOF and NAN implementation finished 30.12.2021.			**30/12/2021**

REG (By:02/2018)				
Estonian Transport Administration	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). Procedures implementing the Next Authority process is implemented with Sweden, Finland (2021) and Latvia (2021).	Air-ground data link implementation	100%	Completed 30/12/2021
MIL (By:01/2019)				
Estonian Air Force	Data link capability is not required.	-	0%	Not Applicable -

ITY-ACID	**Aircraft Identification** ***Timescales:*** Entry into force of the Regulation: 13/12/2011 System capability: 02/01/2020	**92%**	**Ongoing**
	-		
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. Will be fully implemented when neighbouring ANSP-s have the capability as well.			**01/01/2024**

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 neighbouring countries are ready. Will be fully implemented when neighbouring ANSP-s have the capability.	-	92%	Ongoing 01/01/2024

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	Completed.	-	100%	Completed 31/12/2018 31/12/2018
MIL (By:12/2014)				
Estonian Air Force	Military ATC do not provide RADAR services	-	0%	Not Applicable -

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	**89%**	**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 Centres. Navigation infrastructure rationalization project was delayed due to economic crises caused by COVID 19; project is ongoing.			**01/09/2023**

REG (By:06/2030)				
Estonian Transport Administration	The transition plan for PBN is approved by NSA in DEC 2020.	Navigation Infrastructure Rationalisation	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 ver 1.0 document was approved by CAA and communicated to the neighbouring ATC Centres. Navigation infrastructure rationalisation project is ongoing.	Navigation Infrastructure Rationalisation	87%	Ongoing 01/09/2023

NAV03.2	**RNP 1 in TMA Operations** ***Timescales:*** Start: 07/08/2018 One SID and STAR per instrument RWY, where established: 25/01/2024 All SIDs and STARs per instrument RWY, where established: 06/06/2030	**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 Transport Administration	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 -
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.: 03/12/2020 Instrument RWY ends served by precision approach.: 25/01/2024	**100%**	**Completed**
	-		
RNP APCH procedures are published and implemented at EETN, EEKE, EEKA, EEPU and EETU aerodromes. **EANS PBN Transition plan has been drafted and submitted to CAA and MIL.**			**21/04/2022**

REG (By:01/2024)				
Estonian Transport Administration	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, EETU and EEPU aerodromes. PBN Implementation (transition) plan is approved by ECAA.	RNP APCH procedures implementation on EETN aerodrome	100%	Completed 21/04/2022

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		**100%**	**Completed**
-				
Tallinn FIR is FRA. ATS IFR routes for rotorcraft operation implementation are not planned.				**03/12/2020**
REG (By:06/2030)				
Estonian Transport Administration	Tallinn FIR is FRA. ATS IFR routes for rotorcraft operation implementation are not planned, no demand, too exiguous IFR rotocraft traffic.	-	100%	Completed 03/12/2020
ASP (By:06/2030)				
EANS	LLR procedures only in Tallinn CTR are completed. No other plans to implement.	-	100%	Completed 03/12/2020

Additional Objectives for ICAO ASBU Monitoring

AOM21.1	**Direct Routing** **(Outside Applicability Area)** ***Timescales:*** - not applicable -	**0%**	**Not Applicable**
	-		
Estonia is outside for the objective applicability area. **FRA is implemented.**			-
ASP (By:12/2017)			
EANS	FRA is implemented.	-	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

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

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 Transport Administration	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

COM10.1	**Migrate from AFTN to AMHS (Basic service)** ***Timescales:*** Initial Operational Capability: 01/12/2011 Full Operational Capability: 31/12/2018	**100%**	**Completed**
	-		
Existing COM centres are upgraded to provide AMHS capability or implement EATMP Communications Gateway (ECG).			**31/12/2018**

ASP (By:12/2018)				
EANS	The migration took place in August 2016.	-	100%	Completed 31/12/2018

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-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%**	**Ongoing**
	-		
Implementation is in status "late". Estonia plans to implement all aeronautical data and aeronautical information quality requirements by the end of 2023.			**31/12/2023**

REG (By:06/2017)				
Estonian Transport Administration	Implementation is in status "late", all NSA related activities should be performed by the end of 2023.	-	62%	Ongoing 31/12/2023

ASP (By:06/2017)				
EANS	Some activities still need to be completed, planned to finish 2023.	-	74%	Ongoing 31/12/2023
APO (By:06/2017)				
TALLINN AIRPORT Ltd.	All Airport related activities will be performed in 2023.	-	82%	Ongoing 31/12/2023

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 finalised 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 coordination 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 characterized with no deadline and voluntary applicability area.

<table>
<tr><td>AOP14.1</td><td colspan="2">Remote Tower Services
Applicability and timescale: Local</td><td>30%</td><td>Ongoing</td></tr>
<tr><td colspan="5">EETN - Tallinn Airport</td></tr>
<tr><td colspan="4">The remote tower center is installed into the ANSP EANS headquarters, two airports (Kuressaare and Tartu) remote tower installations are ready.
Kuressaare remote tower system has been rewarded with aeronautical equipment certificate, Tartu remote tower system's certification process is in the last stage.
First remote tower should be operational from 20 April 2023 for Tartu aerodrome (AFIS).
The Remote Tower Centre is planned now for all four Estonian regional aerodromes – Tartu, Kuressaare, Kärdla and Pärnu (not planned for EETN AD).
EEKE, EEPU and EEKA ADs are in the further plans, but not with exact date yet, since part of the developments are postponed.</td><td>31/12/2023</td></tr>
<tr><td colspan="5">REG (By:)</td></tr>
<tr><td rowspan="2">Estonian Transport Administration</td><td rowspan="2">The remote tower center is installed into the ANSP EANS headquarters, two airports (Kuressaare and Tartu) remote tower installations are ready.
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First remote tower should be operational from 20 April 2023 for Tartu aerodrome (AFIS).
The Remote Tower Centre is planned now for all four Estonian regional aerodromes – Tartu, Kuressaare, Kärdla and Pärnu (not planned for EETN AD).
EEKE, EEPU and EEKA ADs are in the further plans, but not with exact date yet, since part of the developments are postponed.</td><td rowspan="2">-</td><td rowspan="2"></td><td>Ongoing</td></tr>
<tr><td>-</td></tr>
<tr><td colspan="5">ASP (By:)</td></tr>
<tr><td rowspan="2">EANS</td><td rowspan="2">EANS (not EETN AD) runs rTWR implementation project.
- The Remote Tower Center is located in Tallinn, in EANS headquarters. Two airports' (Kuressaare and Tartu) remote tower installations are ready, Kuressaare remote tower system has been rewarded with aeronautical equipment certificate by the governing body Estonian Transportation Administration. Tartu remote tower system's certification process is in the last stage. Currently, service validation activities are ongoing for Tartu aerodrome. First remote tower should be operational from 20 April 2023 for Tartu aerodrome.
- The Remote Tower Centre is planned for all four Estonian regional aerodromes – Tartu, Kuressaare, Kärdla and Pärnu (not planned for EETN AD).
- For daily service provision.</td><td rowspan="2">-</td><td rowspan="2"></td><td>Ongoing</td></tr>
<tr><td>31/12/2023</td></tr>
</table>

APO (By:)				
TALLINN AIRPORT Ltd.	EANS (not EETN AD) runs rTWR implementation project, Project is connected to Tallinn Airports Ltd-s activities, since all regional airports are under Tallinn Airport Ltd.	-		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.			**-**

REG (By:04/2019)				
Estonian Transport Administration	Not planned.	-		Not Applicable -
APO (By:)				
TALLINN AIRPORT Ltd.	Not planned.	-		Not Applicable -

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

ASP (By:)				
EANS	Not planned.	-		Not Applicable -
APO (By:)				
TALLINN AIRPORT Ltd.	Not planned.	-		Not Applicable -

AOP17	**Provision/integration of departure planning information to NMOC** ***Applicability and timescale: Local***	**%**	**Not Applicable**
EETN - Tallinn Airport			
NA for State. **Nevertheless, EANS and Tallinn airport are planning to implement A-CDM at Tallinn aerodrome to the end of 2024.The main activity is not yet started. Depending on economical capability, target-year 2024 might have delay as well.**			**-**

ASP (By:)				
EANS	Nevertheless, EANS and Tallinn airport are planning to implement A-CDM at Tallinn aerodrome to the end of 2024.The main activity is not yet started.	-		Not Applicable -

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 we`ll keep status N/A.			**-**

REG (By:)				
Estonian Transport Administration	Traffic density does not justify the implementation of the Objective.	-		Not Applicable -
ASP (By:)				
EANS	Traffic density does not justify the implementation of the Objective.	-		Not Applicable -
APO (By:)				
TALLINN AIRPORT Ltd.	Traffic density does not justify the implementation of the Objective.	-		Not Applicable -

AOP25	**De-icing management tool** ***Applicability and timescale: Local***	**%**	**Not yet planned**
EETN - Tallinn Airport			
Development according to SP-s activities.			**-**
ASP (By:)			
EANS	Further plans depend on EETN airport.	-	Not yet planned -
APO (By:)			
TALLINN AIRPORT Ltd.	Not yet planned.	-	Not yet planned -

AOP26	**Reduced separation based on local Runway Occupancy Time (ROT) characterisation** ***Applicability and timescale: Local***	**%**	**Not Applicable**
EETN - Tallinn Airport			
N/A, not planned either.			**-**
ASP (By:)			
EANS	Local objective, not planned.	-	Not Applicable -

ATC18	**Multi-Sector Planning En-route - 1P2T** ***Applicability and timescale: Local***	**%**	**Not Applicable**
-			
This activity is outside of area of applicability.			**-**
ASP (By:01/2030)			
EANS	N/A	-	Not Applicable -

ATC20	Enhanced STCA with down-linked parameters via Mode S EHS *Applicability and timescale: Local*	%	Not Applicable
-			
Estonia is outside of applicability area. SFL via Mode-S EHS is implemented. No need for enhancement of STCA with selected flight level is identified.			-
REG (By:01/2030)			
Estonian Transport Administration	Estonia is outside of applicability area.	-	Not Applicable -
ASP (By:01/2030)			
EANS	SFL via Mode S EHS is implemented. No need for enhancement of STCA with selected flight level is identified.	-	Not Applicable -

ATC26	Point Merge in complex TMA *Applicability and timescale: Local*	%	Not Applicable
EETN - Tallinn Airport			
Not planned.			-
ASP (By:)			
EANS	No plans to implement.	-	Not Applicable -

COM13	Air Traffic Services (ATS) datalink using SatCom Class B *Applicability and timescale: Local*	%	Not Applicable
-			
Subject to local need, it has not yet been decided whether ANSP will participate in the test phase.			-
REG (By:)			
Estonian Transport Administration	N/A, and it has not yet been decided whether ANSP will participate in the test phase.	-	Not Applicable -
ASP (By:)			
EANS	N/A, it has not yet been decided whether we will participate in the test phase.	-	Not Applicable -

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

APO (By:)				
TALLINN AIRPORT Ltd.	Completed	-		Completed 31/12/2016

ENV03	Continuous Climb Operations (CCO) *Applicability and timescale: Local*	%	Not Applicable
EETN - Tallinn Airport			
Not applicable at State level. Nevertheless, EETN AD has got the noise abatement procedures, what are applicable below the altitude of 3000 ft AMSL. REF EST AIP EETN AD 2.21.			-
ASP (By:)			
EANS	Not applicable at State level.	-	Not Applicable -
APO (By:)			
TALLINN AIRPORT Ltd.	Not applicable at State level.	-	Not Applicable -

NAV11.1	Implement precision approach procedures using GBAS CAT II based on GAST C *Applicability and timescale: Local*	%	Not Applicable
-			
Subject to local need, not planned.			-
REG (By:)			
Estonian Transport Administration	ANSP has no plans to implement.	-	Not Applicable -
ASP (By:)			
EANS	EANS has no plans to implement precision approach procedures using GBAS CAT II based on GAST C. Considering the traffic capacity, it is not reasonable.	-	Not Applicable -

SAF10.1	Implement measures to reduce the risk to aircraft operations caused by airspace infringements *Applicability and timescale: Local*	25%	Ongoing
-			
Activity ongoing.			**31/12/2030**
REG (By:)			
Estonian Transport Administration	NIL	-	Ongoing 31/12/2030
ASP (By:)			
EANS	According to EAPAIRR questionnaire, some of the parts of the European Action Plan for Airspace Infringement Risk Reduction, are completed, some are ongoing and not yet planned.	-	Ongoing 31/12/2030

AIS (By:)				
EANS	NIL	-		Ongoing 31/12/2030

SAF11.1	**Improve Runway Safety by Preventing Runway Excursions** ***Applicability and timescale: Local***	**90%**	**Ongoing**
	-		
Process is changed to be ongoing.			**31/12/2023**
REG (By:)			
Estonian Transport Administration	Process is changed to be ongoing.	-	Ongoing -
ASP (By:)			
EANS	GAPPRE Recommendations ANSP3 and ANSP6 are constantly ongoing as they are part of the safety everyday work in ANSP. Other Recommendations for ANSP completed.	-	Ongoing -
APO (By:)			
TALLINN AIRPORT Ltd.	Relevant safety recommendations from the Global Action Plan for the Prevention of Runway Excursions for their relevance against the local conditions and specific context have been assessed. Most of them have been implemented. Not yet implemented: Approach Path Management.	-	Ongoing 31/12/2023

6. Annexes

A. Specialists involved in the ATM implementation reporting for Estonia

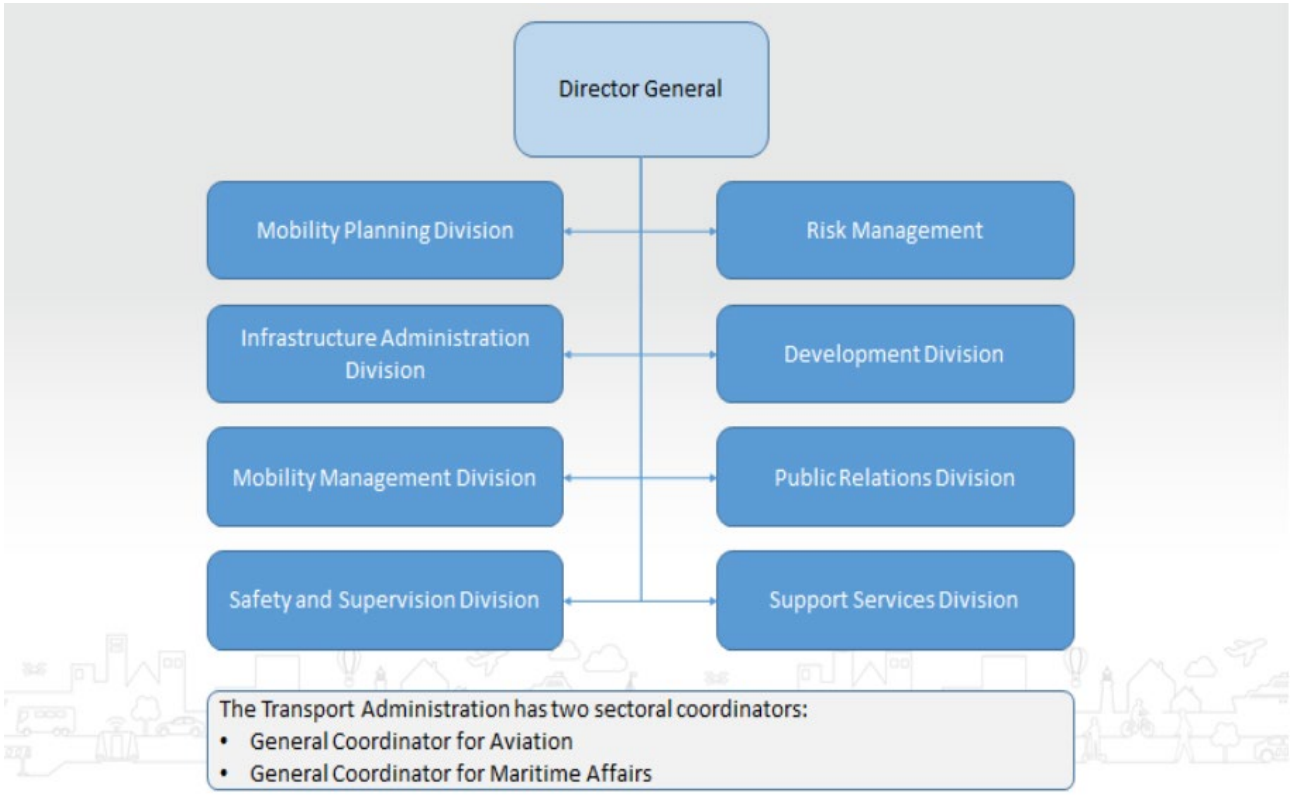
LSSIP Co-ordination

LSSIP Focal Points	Organisation	Name
LSSIP National Focal Point	Estonian Transport Administration	Moonika KÄST
LSSIP Focal Point for NSA	Estonian Transport Administration	Moonika KÄST
LSSIP Focal Point for ANSP	Estonian ANS	Keiti MERIKÜLL
LSSIP Focal Point for Airport	Tallinn Airport	Ilona SOITU
LSSIP Focal Point for Military	Estonian Defence Forces Air Force	David-Andreas MELLOV
LSSIP Focal point for MET	Estonian Environment Agency	Jüri JOONAS

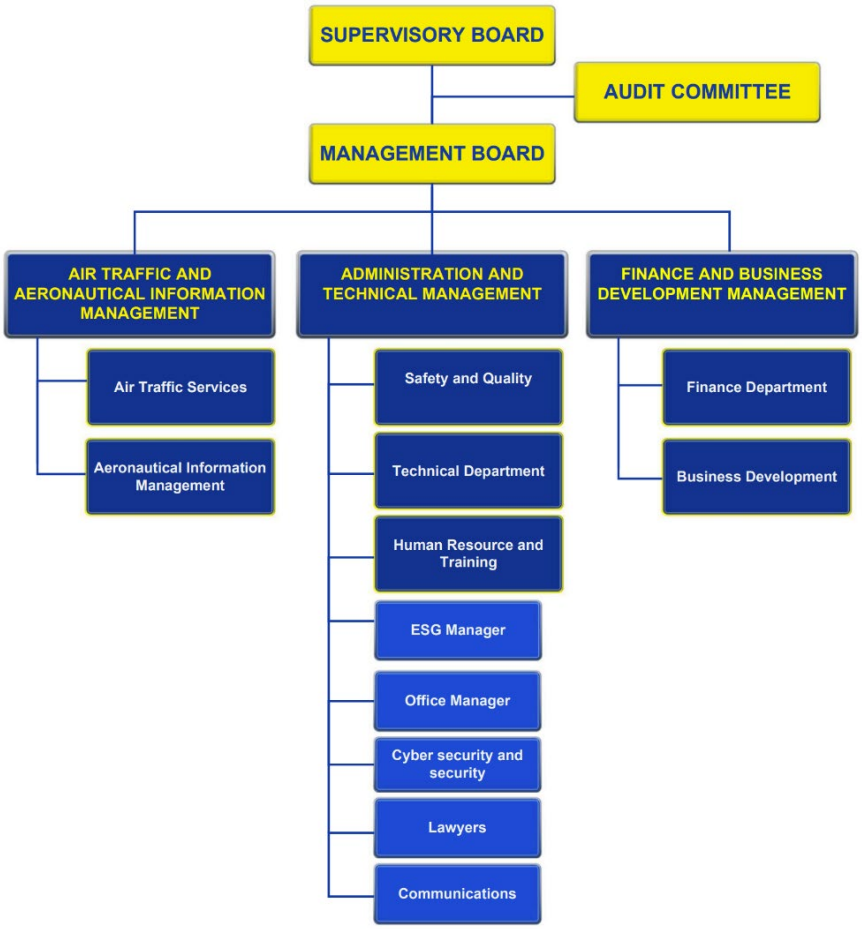
Other Focal Points	Organisation	Name
Focal Point for NETSYS	EANS (Estonian ANS)	Brenda ROOSIMAA
Focal Point for SUR	EANS (Estonian ANS)	Steve SÕERUER
Focal Point for SDP/CP1	EANS (Estonian ANS)	Keiti MERIKÜLL
Focal Point for U-space	Estonian Transport Administration	Priit RIFK

B. National stakeholder's organisation charts

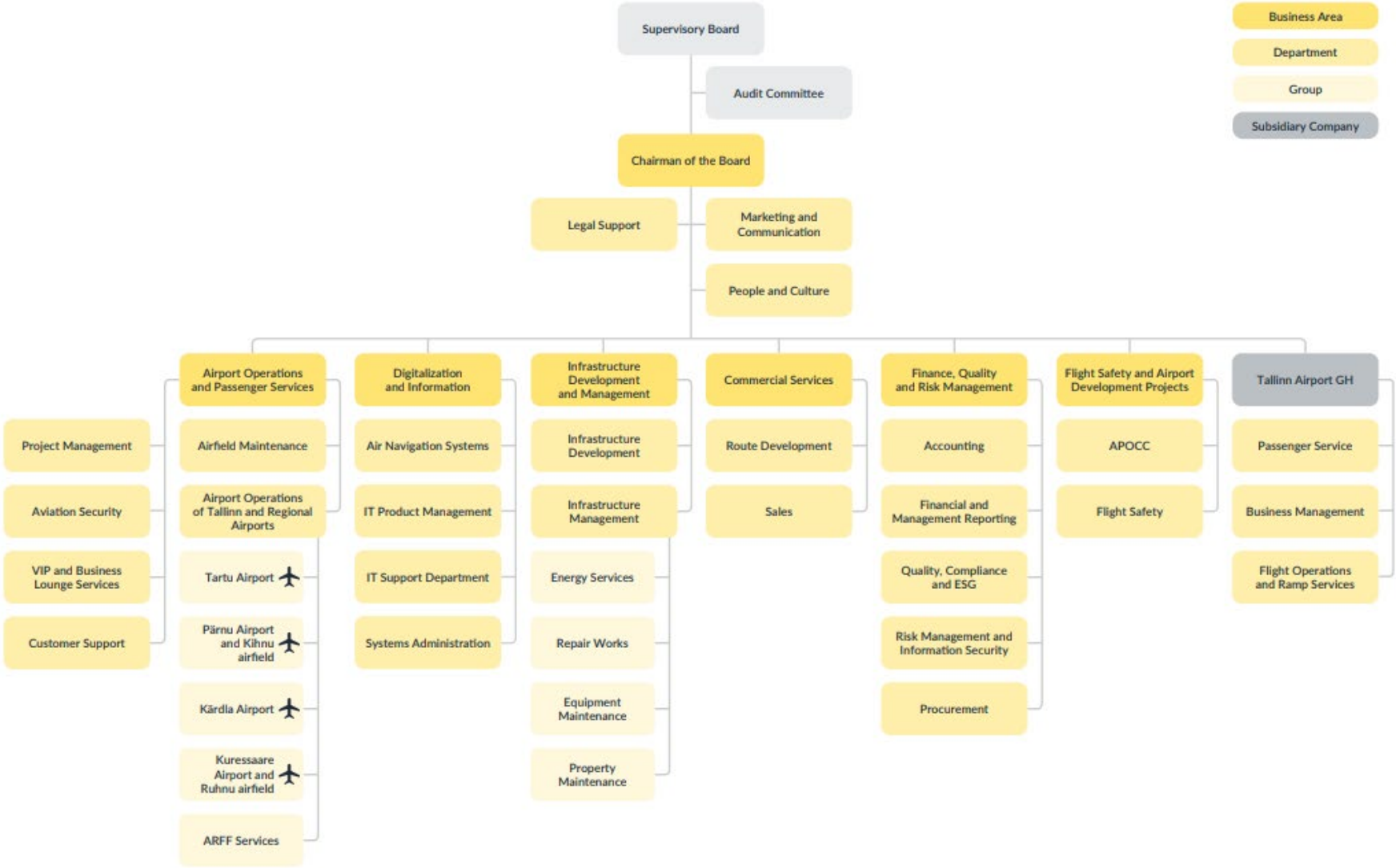
Structure of Estonian Transport Administration



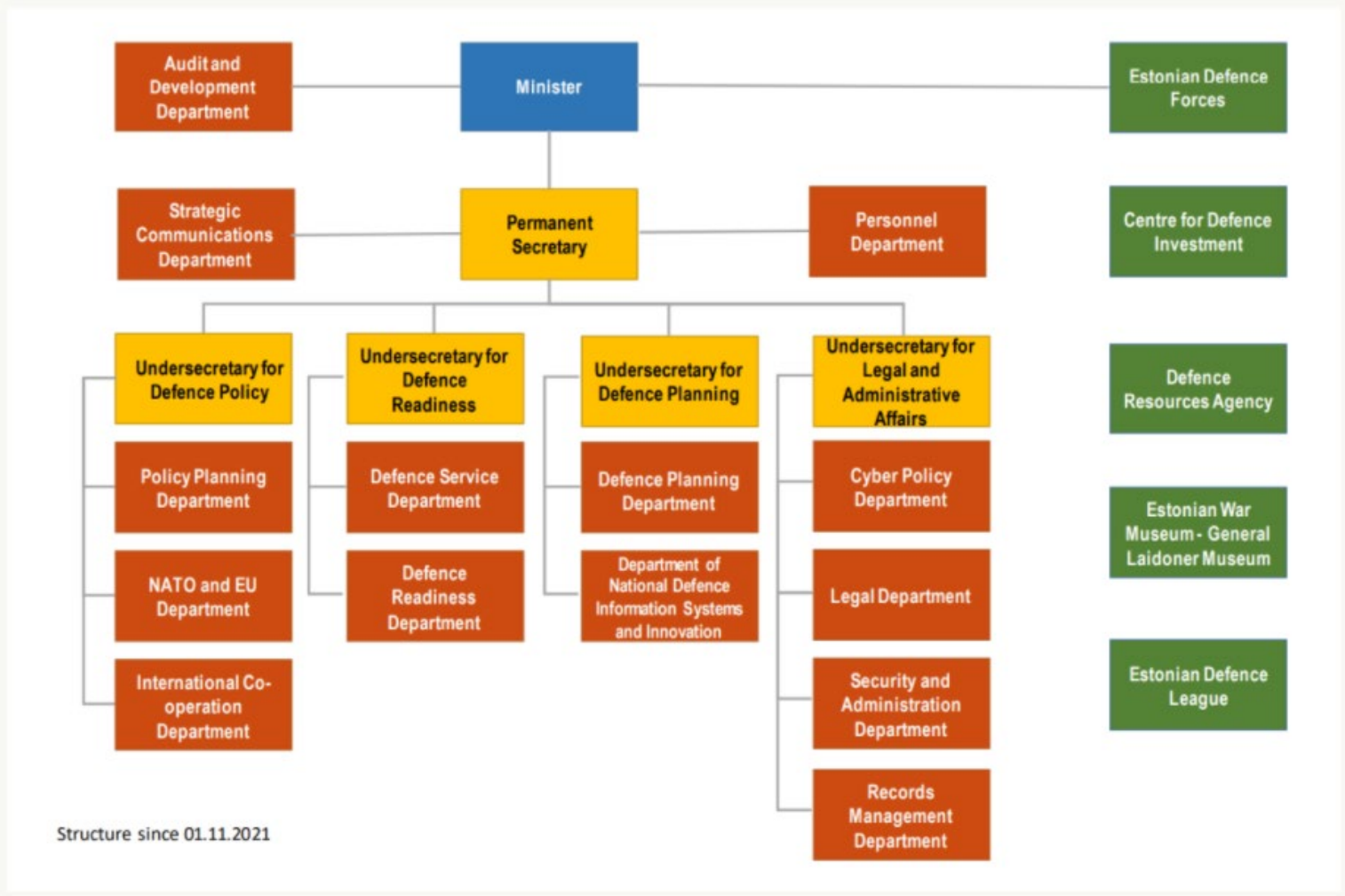
Structure of EANS


SUPERVISORY BOARD
AUDIT COMMITTEE
MANAGEMENT BOARD
AIR TRAFFIC AND AERONAUTICAL INFORMATION MANAGEMENT
ADMINISTRATION AND TECHNICAL MANAGEMENT
FINANCE AND BUSINESS DEVELOPMENT MANAGEMENT
Air Traffic Services
Aeronautical Information Management
Safety and Quality
Technical Department
Human Resource and Training
ESG Manager
Office Manager
Cyber security and security
Lawyers
Communications
Finance Department
Business Development

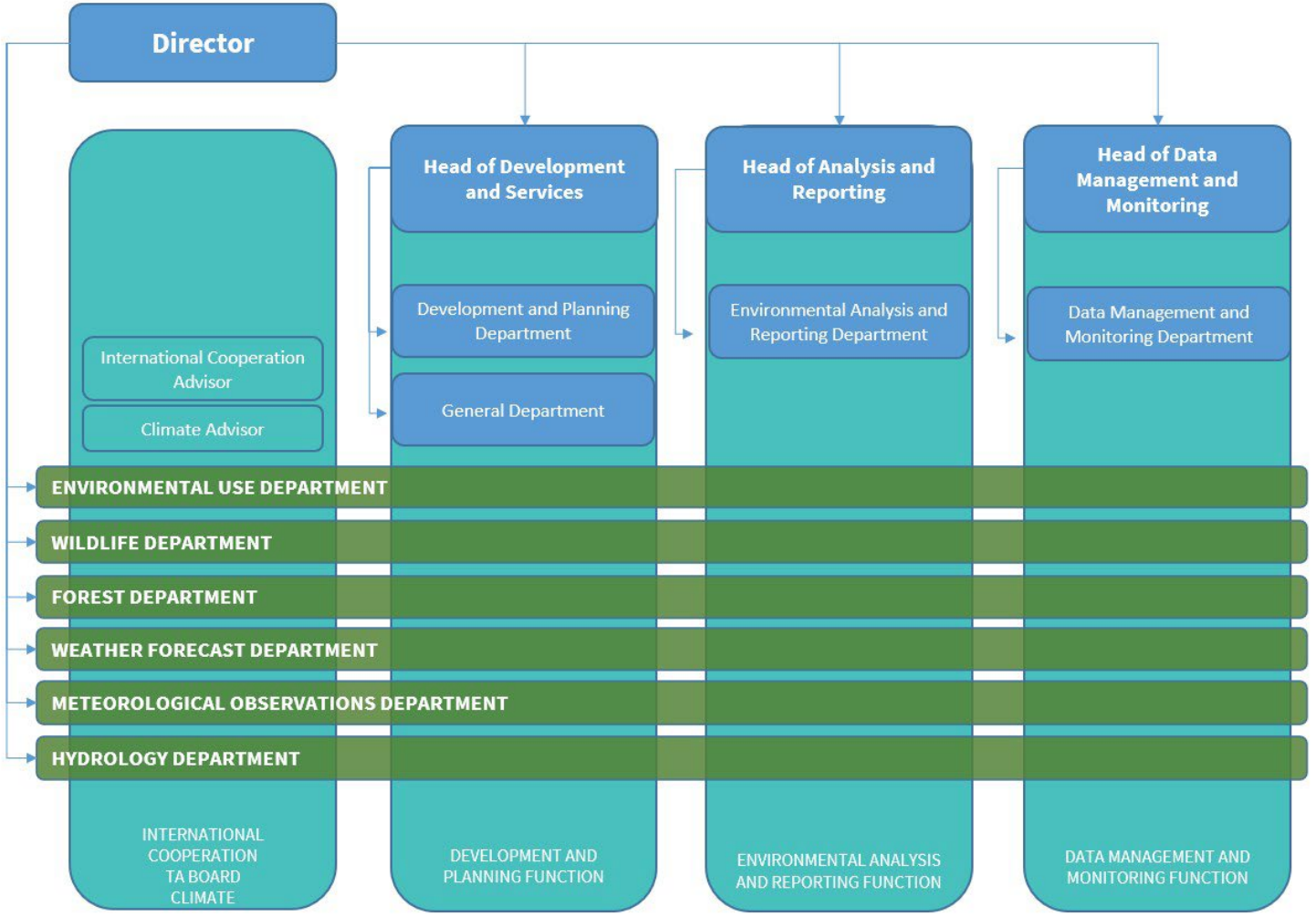
Structure of AS Tallinna Lennujaam



Structure of MIL



Structure of MET



C. Implementation Objectives' links with other plans

The table below (extracted from the MPL3 Plan 2022) 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.

Level 3 Implementation Objective	SESAR Solution	SDP Family	OI Steps/ *Enablers*	ICAO ASBUs	EPAS	NSP	AAS TP	KF
ATC21 – Composite surveillance ADS-B/WAM	#114	-	*CTE-S06, CTE-S05, CTE-S03a, CTE-S03b, CTE-S04a*	ASUR-B0/1 ASUR-B0/2	RMT.0679 RMT.0519	SO8/3 SO8/4	AM-1.17	EAI
COM10.2 – Extended AMHS	-	-	CTE-C06c	COMI-B0/7	-	SO7/4	-	EAI
COM11.1 – Voice over Internet Protocol (VoIP) in En-Route	-	-	*CTE-C05a* *CTE-C05b*	COMI-B2/1	-	SO8/4	AM-1.3	EAI
COM11.2 – Voice over Internet Protocol (VoIP) in Airport/Terminal	-	-	*CTE-C05a* *CTE-C05b*	COMI-B2/1	-	SO8/4	-	EAI
COM13 – Air Traffic Services (ATS) datalink using SatCom Class B	#109	-	POI-0018-COM	COMI-B1/3	-	-	AM-1.16	EAI
ITY-ACID – Aircraft identification	-	-	*GSURV-0101*	-	-	SO8/2	-	EAI
ITY-AGDL – Initial ATC air-ground data link services	-	-	AUO-0301	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	-	-	*CTE-C01a*	-	-	SO8/1	-	EAI
NAV10 – RNP Approach Procedures to instrument RWY	#103	-	AOM-0602 AOM-0604 CTE-N06a CTE-N06b	APTA-B0/1 APTA-B1/1 NAVS-B0/2	RMT.0445 RMT.0643	SO6/5	-	AATS
NAV11.2 – Implement precision approach procedures using GBAS CAT II/III based on GPS L1 and/or GALILEO E1	#55	-	AO-0505-A	NAVS-B1/1	RMT.0682	-	-	HPAO

Level 3 Implementation Objective	SESAR Solution	SDP Family	OI Steps/*Enablers*	ICAO ASBUs	EPAS	NSP	AAS TP	KF
AOM13.1 – Harmonise OAT and GAT handling	-	-	AOM-0301 AOM-0303	-	-	SO6/2	-	OANS
AOP11.1 – Initial Airport Operations Plan	#21	2.2.1	AO-0801-A	ACDM-B1/1	-	SO6/2	-	HPAO
AOP11.2 – Extended Airport Operations Plan	#21	2.2.2	AO-0801-A, AO-0802-A, AO-0803, DCB-0310	ACDM-B1/1	-	SO5/2	-	HPAO
AOP17 – Provision/integration of DPI to NMOC	#61	-	DCB-0304	NOPS-B0/4	-	-	-	HPAO
COM12 – NewPENS	-	-	*CTE-C06b*	COMI-B1/1	-	SO2/3, SO2/4, SO8/3, SO8/4	-	EAI
FCM03 – Collaborative flight planning	-	-	IS-0102	NOPS-B0/2	-	SO4/3	AM-1.14	OANS
FCM04.2 – Enhanced Short Term ATFCM Measures	#17	4.1.1	DCB-0308	NOPS-B1/1	-	SO4/5	AM-1.11	OANS
FCM06.1 – Automated Support for Traffic Complexity Assessment and Flight Planning interfaces	#19 PJ.18-02c	4.3.1	CM-0101 CM-0103-A IS-0102	NOPS-B0/2 NOPS-B1/4	-	SO4/3 SO4/5	AM-1.13	OANS
FCM10 – Interactive rolling NOP	#18 #20	4.2.1	DCB-0102	NOPS-B1/2 NOPS-B1/9	-	SO2/2, SO4/2, SO4/5	AM-1.9 AM-1.12	OANS
FCM11.1 – Initial AOP/NOP Information Sharing	#20 #21	4.2.2	DCB-0103-A AO-0801-A	NOPS-B0/4	-	SO4/4, SO4/5, SO5/2	AM-1.12	OANS
FCM11.2 – AOP/NOP integration	#18 #20 #21	4.4.1	AO-0801–A, AO-0802–A, AO-0803, DCB-0310, DCB-0103-A, DCB-0208	NOPS-B1/3	-	SO4/4, SO4/5, SO5/2	AM-1.12	OANS
INF10.2 – Stakeholders' SWIM PKI and cyber security	#46	5.2.1	IS-0901-A	SWIM-B2/3	RMT.0720	SO2/4	AM-1.5	EAI
INF10.3 – Aeronautical Information Exchange -	#46	5.3.1	IS-0901-A	-	-	SO2/4	AM-1.5	EAI

Level 3 Implementation Objective	SESAR Solution	SDP Family	OI Steps/*Enablers*	ICAO ASBUs	EPAS	NSP	AAS TP	KF
Airspace structure service								
INF10.4 – Aeronautical Information Exchange - Airspace availability service	#46	5.3.1	IS-0901-A	-	-	SO2/4	AM-1.5	EAI
INF10.5 – Aeronautical Information Exchange - Airspace Reservation (ARES) service	#46	5.3.1	IS-0901-A	-	-	SO2/4	AM-1.5	EAI
INF10.6 – Aeronautical Information Exchange - Digital NOTAM service	#34 #46	5.3.1	IS-0901-A IS-0205	-	-	SO2/4	AM-1.5	EAI
INF10.7 – Aeronautical Information Exchange - Aerodrome Mapping information exchange service	#34 #46	5.3.1	IS-0901-A IS-0205	-	-	SO2/4	AM-1.5	EAI
INF10.8 – Aeronautical Information Exchange - Aeronautical Information Features service	#34 #46	5.3.1	IS-0901-A IS-0205	-	-	SO2/4	AM-1.5	EAI
INF10.9 – Meteorological Information Exchange - Volcanic ash concentration service	#34 #35 #46	5.4.1	IS-0901-A IS-0205 MET-0101	-	-	SO2/4	AM-1.5	EAI
INF10.10 – Meteorological Information Exchange - Aerodrome Meteorological information Service	#34 #35 #46	5.4.1	IS-0901-A IS-0205 MET-0101	-	-	SO2/4	AM-1.5	EAI
INF10.11 – Meteorological Information Exchange - En-Route and Approach Meteorological information service	#34 #35 #46	5.4.1	IS-0901-A IS-0205 MET-0101	-	-	SO2/4	AM-1.5	EAI
INF10.12 – Meteorological Information Exchange - Network Manager	#34 #35 #46	5.4.1	IS-0901-A IS-0205 MET-0101	-	-	SO2/4	AM-1.5	EAI

Level 3 Implementation Objective	SESAR Solution	SDP Family	OI Steps/*Enablers*	ICAO ASBUs	EPAS	NSP	AAS TP	KF
Meteorological Information								
INF10.13 – Cooperative Network Information Exchange - ATFCM Tactical Updates Service	#46	5.5.1	IS-0901-A	-	-	SO2/4	AM-1.5	EAI
INF10.14 – Cooperative Network Information Exchange - Flight Management Service	#46	5.5.1	IS-0901-A	-	-	SO2/4 SO5/2	AM-1.5	EAI
INF10.15 – Cooperative Network Information Exchange - Measures Service	#46	5.5.1	IS-0901-A	-	-	SO2/4 SO4/5	AM-1.5	EAI
INF10.16 – Cooperative Network Information Exchange - Short Term ATFCM Measures services	#46	5.5.1	IS-0901-A	-	-	SO2/4 SO4/5	AM-1.5	EAI
INF10.17 – Cooperative Network Information Exchange - Counts service	#46	5.5.1	IS-0901-A	-	-	SO2/4	AM-1.5	EAI
INF10.18 – Flight Information Exchange - Filing Service	#46	5.6.1	AUO-0207	FICE-B2/2	-	SO2/4	AM-1.5	EAI
INF10.19 – Flight Information Exchange - Flight Data Request Service	#46	5.6.1	AUO-0207	FICE-B2/4	-	SO2/4	AM-1.5	EAI
INF10.20 – Flight Information Exchange - Notification Service	#46	5.6.1	AUO-0207	FICE-B2/5	-	SO2/4	AM-1.5	EAI
INF10.21 – Flight Information Exchange - Publication Service	#46	5.6.1	AUO-0207	FICE-B2/6	-	SO2/4	AM-1.5	EAI
INF10.22 – Flight Information Exchange - Trial Service	#46	5.6.1	AUO-0219	FICE-B2/3	-	SO2/4	AM-1.5	EAI
INF10.23 – Flight Information Exchange - Extended AMAN SWIM Service	#46	5.6.1	AUO-0207	DAIM-B2/1 SWIM-B3/1	-	SO2/4	AM-1.5	EAI

Level 3 Implementation Objective	SESAR Solution	SDP Family	OI Steps/*Enablers*	ICAO ASBUs	EPAS	NSP	AAS TP	KF
INF07 – Electronic Terrain and Obstacle Data (e-TOD)	-	-	*AIMS-16*	DAIM-B1/3 DAIM-B1/4	RMT.0703 RMT.0722	SO2/5	-	EAI
INF11.1 – Enhanced Ground Weather Management System (GWMS) as local 4DWxCube	PJ.18-04b-01	-	POI-0044-MET	-	-	-	-	-
INF11.2 – Cb-global capability and service	PJ.18-04b-02	-	POI-0048-MET	-	-	-	-	-

Level 3 Implementation Objective	SESAR Solution	SDP Family	OI Steps/*Enablers*	ICAO ASBUs	EPAS	NSP	AAS TP	KF
AOP04.1 – A-SMGCS Surveillance Service (former ICAO Level 1)	#70 #110	-	AO-0201 AO-0201-A POI-0071-SUR	SURF-B0/2	MST.0029	SO6/6	-	HPAO
AOP04.2 – A-SMGCS RMCA (former ICAO Level 2)	-	-	AO-0102	SURF-B0/3	MST.0029	SO6/6	-	HPAO
AOP05 – Airport CDM	-	-	AO-0501, AO-0601, AO-0602, AO-0603, TS-0201	ACDM-B0/1 ACDM-B0/2 NOPS-B0/4	-	SO6/4	-	HPAO
AOP10 – Time Based Separation	#64	-	AO-0303	WAKE-B2/7	-	SO6/5	-	HPAO
AOP12.1 – Airport Safety Nets	#02	2.3.1	AO-0104-A	SURF-B1/3	MST.0029	SP6/6	-	HPAO
AOP13 – Automated assistance to Controller for Surface Movement planning and routing	#22 #53	-	AO-0205 TS-0202	SURF-B1/4	MST.0029	SO6/6	-	HPAO
AOP15 – Safety Nets for vehicle drivers	#04	-	AO-0105 AO-0204	SURF-B2/2	MST.0029	-	-	HPAO

Level 3 Implementation Objective	SESAR Solution	SDP Family	OI Steps/*Enablers*	ICAO ASBUs	EPAS	NSP	AAS TP	KF
AOP16 – Guidance assistance through airfield lighting	#47	-	AO-0222-A	SURF-B1/1	MST.0029	-	-	HPAO
AOP18 – Runway Status Lights	#01	-	AO-0209	SURF-B2/2, SURF-B2/3-	MST.0029	-	-	HPAO
AOP19 – Departure Management Synchronised with Pre-departure sequencing	#53 #106	2.1.1	AO-0602 TS-0201	RSEQ-B0/2	-		-	HPAO
AOP20 – Wake Turbulence Separations for Departures based on Static Aircraft Characteristics (S-PWS-D)	PJ.02-01-06	-	AO-0323		RMT.0476		-	HPAO
AOP21 – Wake Turbulence Separations for Arrivals based on Static Aircraft Characteristics (S-PWS-A)	PJ.02-01-04	-	AO-0306		RMT.0476		-	HPAO
AOP22 – Minimum pair separations based on SRP	PJ.02-03	-	AO-0309	-	-		-	HPAO
AOP23 – Integrated runway sequence for full traffic optimization on single and multiple runway airports	PJ.02-08-01	-	TS-0301	RSEQ-B2/1	-		-	HPAO
AOP24 – Optimised use of runway configuration for multiple runway airports	PJ.02-08-02	-	TS-0313		-		-	HPAO
AOP25 – De-icing Management Tool	#116	-	POI-0070-AO	-	-	-	-	HPAO
AOP26 – Reduced separation based on local Runway Occupancy Time (ROT) characterisation	PJ.02-08-03	-	AO-0337	-	-	-	-	-
ATC07.1 – Arrival management tools	-	-	TS-0102	RSEQ-B0/1	-	SO4/1	-	AATS

Level 3 Implementation Objective	SESAR Solution	SDP Family	OI Steps/*Enablers*	ICAO ASBUs	EPAS	NSP	AAS TP	KF
ATC19 – Enhanced AMAN-DMAN integration	#54	1.2.1	TS-0308	RSEQ-B2/1	-	SO6/5 SO4/1	-	AATS
ATC26 – Point Merge in complex TMA	#107	-	AOM-0601	RSEQ-B0/3	-	-	-	AATS
ENV01 – Continuous Descent Operations	#11	-	AOM-0701 AOM-0702-A	APTA-B0/4 APTA-B1/4	-	SO6/5	-	AATS
ENV02 – Airport Collaborative Environnemental Management	-	-	AO-0703, AO-0705, AO-0706	-	-	-	-	HPAO
ENV03 – Continuous Climb Operations	-	-	AOM-0703	APTA-B0/5 APTA-B1/5	-	SO6/5	-	AATS
NAV03.1 – RNAV1 in TMA Operations	#62	-	AOM-0601 *CTE-N08*	APTA-B0/2	RMT.0445	SO6/5	-	AATS
NAV03.2 – RNP1 in TMA Operations	#09 #51	-	AOM-0603 AOM-0605	APTA-B1/2	RMT.0445	SO6/5	-	AATS
NAV11.1 – GLS CAT II operations using GBAS GAST-C	#119	-	AO-0506	NAVS-B1/1	RMT.0682 RMT.379	-	-	HPAO
SAF11.1 – Improve runway safety by preventing runway excursions	-	-	-	-	-	-	-	HPAO

Level 3 Implementation Objective	SESAR Solution	SDP Family	OI Steps/*Enablers*	ICAO ASBUs	EPAS	NSP	AAS TP	KF
AOM19.4 – Management of Pre-defined Airspace Configurations	#31 #66	3.1.2	AOM-0202-A AOM-0206-A CM-0102-A	FRTO-B1/4, NOPS-B1/6	-	SO3/2 SO3/3	AM-1.10 AM-1.8-	OANS
AOM19.5 – ASM and A-FUA	#31 #66	3.1.1	AOM-0202 AOM-0202-A AOM-0206-A		-	SO3/2 SO3/3	AM-1.10 AM-1.8	OANS
AOM21.2 – Initial Free Route Airspace	#32 #33 #66	3.2.1	AOM-0501 AOM-0505 CM-0102-A	FRTO-B1/1	-	SO3/1 SO3/4	AM-1.10 AM-5.1	AATS

Level 3 Implementation Objective	SESAR Solution	SDP Family	OI Steps/*Enablers*	ICAO ASBUs	EPAS	NSP	AAS TP	KF
AOM21.3 – Enhanced Free Route Airspace Operations	#33 PJ.06-01	3.2.2	AOM-0501 AOM-0505	FRTO-B2/3	-	SO3/1 SO3/4	AM-1.6 AM-1.7	AATS
ATC12.1 – MONA, TCT and MTCD	#27 #104 # PJ.10-02a1	3.2.1	CM-0202, CM-0203, CM-0205, CM-0207-A	FRTO-B0/4 FRTO-B1/5	-	SO3/1 SO4/1	AM-1.15 AM-5.1	AATS
ATC15.1 – Initial Extension of AMAN to En-route	-	-	TS-0305	-	-	SO4/1	-	AATS
ATC15.2 – Arrival Management Extended to En-route Airspace	#05	1.1.1	TS-0305-A	RSEQ-B1/1 NOPS-B1/8	-	SO4/1	AM-1.3	AATS
ATC18 – Multi Sector Planning En-route – 1P2T	#63 #118 PJ.10-01a1	-	CM-0301	FRTO-B1/6	-	SO4/1	AM-4.3 AM-5.1	AATS
ITY-FMTP – Apply a common flight message transfer protocol (FMTP)	-	-	*CTE-C06*	-	-	SO8/3	AM-1.3	EAI
SAF10.1 – Implement measures to reduce the risk to aircraft operations caused by airspace infringements	-	-	-	-	SI.2025	-	-	AATS

Level 3 Implementation Objective	SESAR Solution	SDP Family	OI Steps/*Enablers*	ICAO ASBUs	EPAS	NSP	AAS TP	KF
ATC02.8 – Ground based safety nets	-	3.2.1	CM-0801	SNET-B0/2 SNET-B0/3 SNET-B0/4	-	SO4/1	-	AATS
ATC20 – Enhanced STCA with DAP via Mode S EHS	#69	-	CM-0807-A	SNET-B1/1	MST.0030	SO7/2	-	AATS
ATC22 – Initial Air-Ground Trajectory Information Sharing (Airborne Domain)	#115	6.1.1	IS-0303-A	-	RMT.0682	SO4/5	AM-1.2	EAI

Level 3 Implementation Objective	SESAR Solution	SDP Family	OI Steps/*Enablers*	ICAO ASBUs	EPAS	NSP	AAS TP	KF
ATC23 – Initial Air-Ground Trajectory Information Sharing (Ground Domain)	#115 PJ.18-06b1	6.1.2	IS-0303-A	-	RMT.0682	SO4/5	AM-1.2	EAI
ATC24 – Network Manager Trajectory Information Enhancement	PJ.18-06b1	6.2.1	POI-0011-IS POI-0013-IS	-	RMT.0682	SO4/5	-	EAI
ATC25 – Initial Trajectory Information Sharing ground distribution	#115	6.3.1	IS-0303-A	-	MST.0031		AM-1.2	EAI

Level 3 Implementation Objective	SESAR Solution	SDP Family	OI Steps/*Enablers*	ICAO ASBUs	EPAS	NSP	AAS TP	KF
NAV12 – ATS IFR Routes for Rotorcraft Operations	#113	-	AOM-0810	APTA-B0/6	MST.0031	SO6/5	-	AATS

Level 3 Implementation Objective	SESAR Solution	SDP Family	OI Steps/*Enablers*	ICAO ASBUs	EPAS	NSP	AAS TP	KF
-	-	-	-	-	-	-	-	-

Level 3 Implementation Objective	SESAR Solution	SDP Family	OI Steps/*Enablers*	ICAO ASBUs	EPAS	NSP	AAS TP	KF
AOP14.1 – Remote Tower Services	#12 #13 #52 #71	-	SDM-0201 SDM-0204 SDM-0205	RATS-B1/1	RMT.0624	SO6/5	-	HPAO
AOP14.2 – Multiple Remote Tower Module	PJ.05-02	-	SDM-0207	RATS-B1/1	RMT.0624	SO6/5	-	HPAO

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

This Annex is not published in the LSSIP Document, but is available in the LSSIP Tool, 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) Questionnaire

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

F. EAPAIRR and GAPPRE Questionnaire

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

G. 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