EUROCONTROL

2019

LSSIP 2019 - GEORGIA
LOCAL SINGLE SKY IMPLEMENTATION

Level 1 - Implementation Overview

FOREWORD

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

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

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

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

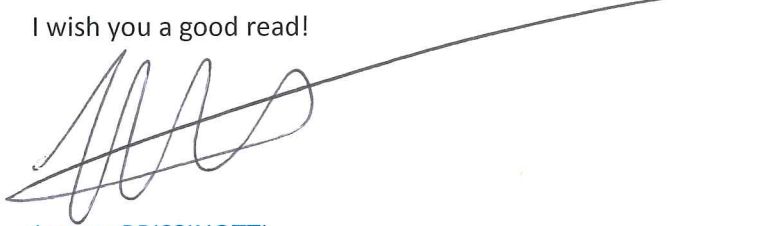
These documents provide an extensive and harmonised picture, for the benefit of the ATM community at large, of how all ECAC States as well as States having a Comprehensive Agreement with EUROCONTROL, and stakeholders concerned, are progressing in planning and deploying the mature elements of the European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

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

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

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

I wish you a good read!



Iacopo PRISSINOTTI
Director NM – Network Manager
EUROCONTROL

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

APPROVAL SHEET

The following authority has approved all parts of the LSSIP Year 2019 document and the signature confirms the correctness of the reported information and reflects the commitment to implement the actions laid down in the European ATM Master Plan Level 3 (Implementation View) – Edition 2019.

Stakeholder / Organisation	Name	Position	Signature and date
Georgian Civil Aviation Agency	Levan Karanadze	Director	

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Executive Summary

National ATM Context

Member State of:

[1]

Georgia is sustainably developing its national Air Traffic Management system to continue its integration into the European system. Georgia participates and improves its contribution to the international forums. In the recent years, focus of attention is moving from civil side onto the closer collaboration between civil and military. The geographical scope of this document addresses the Tbilisi FIR, which is surrounded by the 4 neighbouring state FIRs. The main Airport covered by LSSIP is Tbilisi International Airport (UGTB). The national stakeholders are highlighted in the 1st Chapter of this document.

Civil aviation falls under the responsibility of Ministry of Economy and Sustainable development of Georgia (MoE) and Civil Aviation Agency of Georgia (GCAA). Policy setting is part of the State function regulated by Constitution of Georgia and Laws on Transport and Aviation. Technical regulation, oversight and enabling provision of safe ATM/ANS services are the main functions of GCAA.

National ATS provider (Sakaeronavigatsia) is the only service provider in Georgia. It service both (international and domestic) civil and military flights operated outside dedicated airspace and airfields. Provision of services in a safe and quality manner is one of the priorities. Re-certification of "Sakaeronavigatsia" in Accordance with the 373/2017 regulation (Transposed into the national legislation as a GCAA Director order N119) will take place by the end of 2020.

Military activities are steadily increasing in Georgia while following the path of NATO integration. Civil-military cooperation and more efficient utilisation of airspace is another policy objective.

Ministry of Defence of Georgia (MoD) is responsible for policy setting in their area of competence. Regulation and oversight of military activities falls under the responsibility of appropriate units of MoD. Since 2018 the interface between civil and military aviation including airspace falls under the responsibility of National Civil-Military Committee.

Georgian Civil Aviation and Maritime Transport Accident and Incident Investigation Bureau is a national bureau within the MoE responsible for investigation of incidents and accidents in civil aviation and maritime transport.

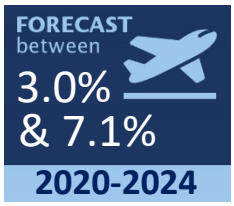
According to ICAO 2018 oversight results effectiveness of Georgian ANS system reached 96% maturity positioning Georgia among the States with top results.

Upcoming challenge and opportunity on the way of coherent integration into the European system is sustaining the development of robust performance oriented ANS/ATM system.

[1] Working Arrangement since 2009

Traffic and Capacity

Summer Forecast (May to October inclusive)



Per ACC

Number of national projects: 4
Number of multinational projects: 3

Summary of 2019 developments:

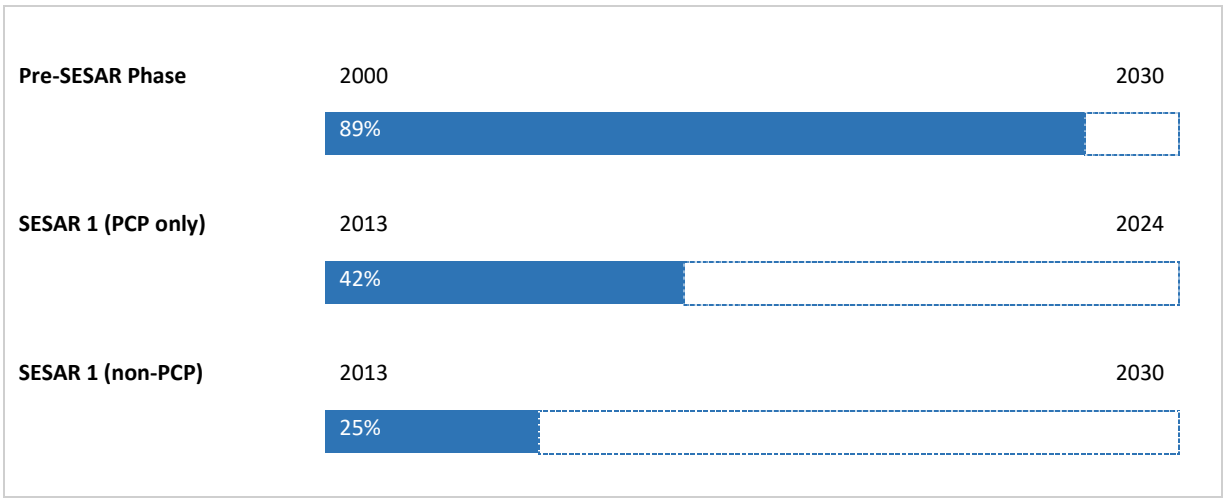
- A substantial number of objectives have been implemented, across all ATM domains: AOM21.2, ATC02.9, ATC12.1, ATC17, FCM03, INF07, Mode S and ITY-ACID;
- In 2019 state has transposed Regulation 373/2017 into the national legislation;
- MoC with the Federal Supervisory Authority for Air Navigation Services (BAF) of Germany.

Progress per SESAR Phase

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

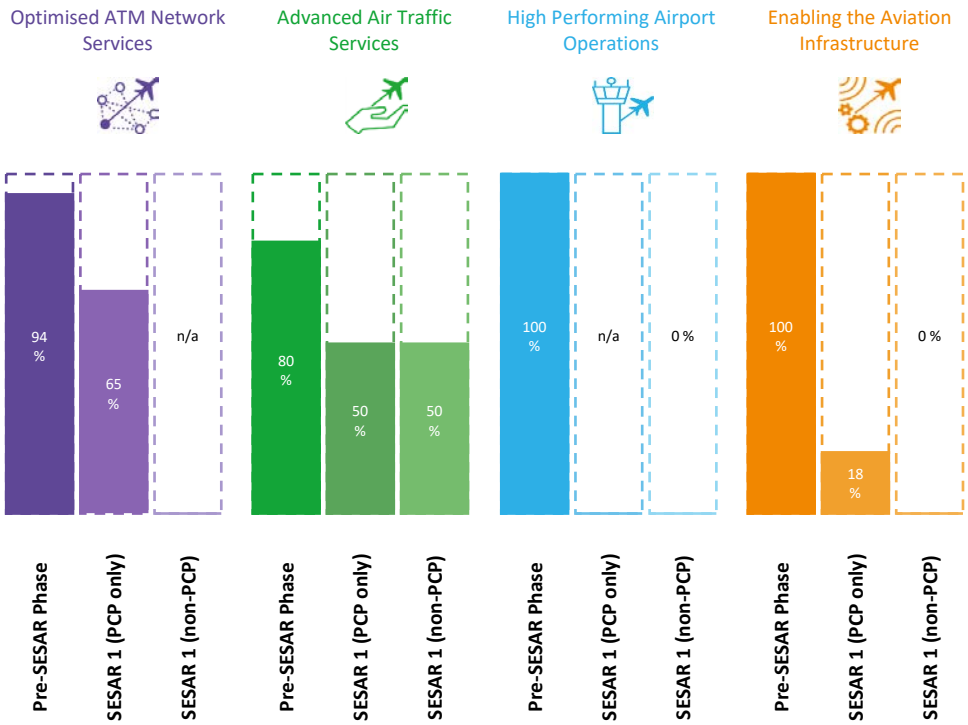
It shows the average implementation progress for all objectives grouped by SESAR Phases, excluding those for which the State is outside the applicability area as defined on a yearly basis in the European ATM Master Plan (Level 3) 2019, i.e. disregarding the declared "NOT APPLICABLE" LSSIP progress status.

The SESAR 1 (non-PCP) progress in the graphics below for Georgia is based on the following objectives: AOP17, ATC02.9, COM11.2 and NAV12.



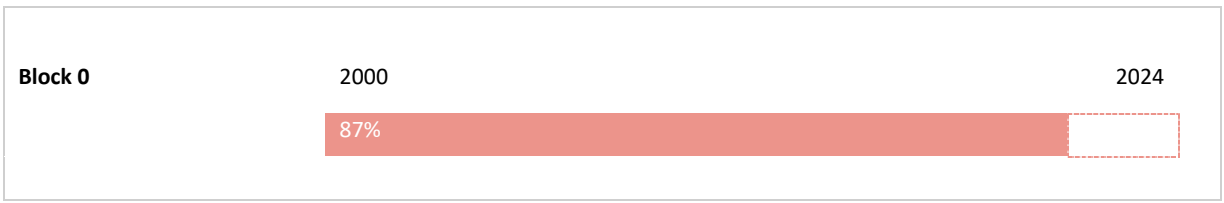
Progress per SESAR Key Feature and Phase

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



ICAO ASBUs Progress Implementation

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



ATM Deployment Outlook

State Objectives

✓	**Deployed in 2018 - 2019**	**- Short Term Conflict Alert (STCA) for TMAs** ATC02.9 - 100 % progress **- Automated Support for Conflict Detection, Resolution Support Information and Conformance Monitoring** ATC12.1 - 100 % progress **- Free Route Airspace** AOM21.2 - 100 % progress **- Electronic Dialogue as Automated Assistance to Controller during Coordination and Transfer** ATC17 - 100 % progress **- Aircraft Identification** ITY-ACID - 100 % progress **- Electronic Terrain and Obstacle Data (eTOD)** INF07 - 100 % progress **- Collaborative Flight Planning** FCM03 - 100 % progress

By 2020	By 2021	By 2022	By 2023+
- Voice over Internet Protocol (VoIP) in En-Route COM11.1 - 53 % progress **- New Pan-European Network Service (NewPENS)** COM12 - 58 % progress **- Ensure Quality of Aeronautical Data and Aeronautical Information** ITY-ADQ - 81 % progress **- Implement enhanced tactical flow management services** FCM01 - 83 % progress	**- Interactive Rolling NOP** FCM05 - 30 % progress **- Extended Flight Plan** FCM08 - 00 % progress		**- RNP Approach Procedures to instrument RWY** NAV10 - 20 % progress **- RNAV 1 in TMA Operations** NAV03.1 - 40 % progress

Introduction

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

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

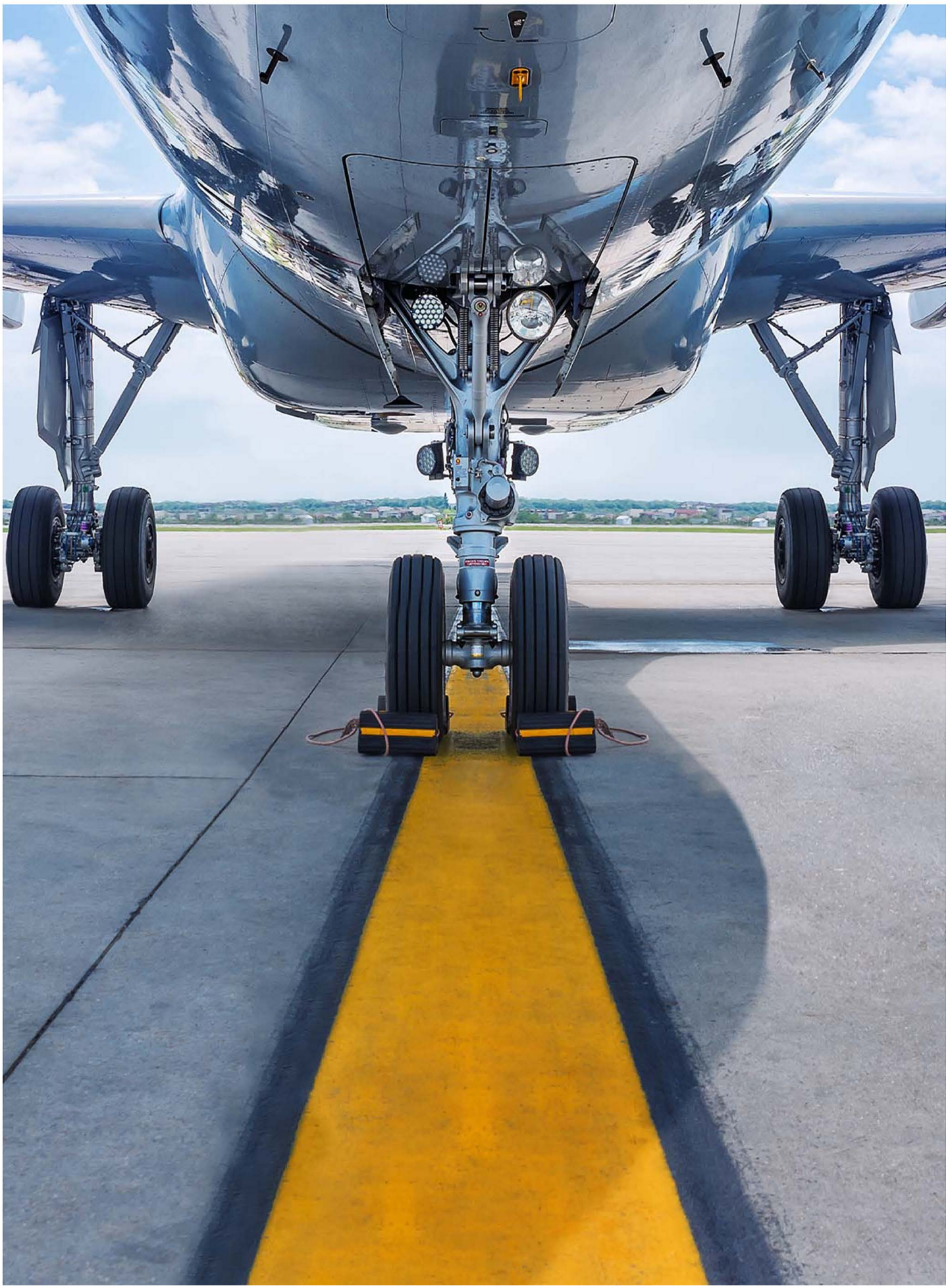
Chapter 3 provides the main Implementation Projects (at national, FAB and multinational level) which contribute directly to the implementation of the MP Operational Improvements and/or Enablers and Implementation Objectives.

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

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

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

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



1. National ATM Environment

1.1. Geographical Scope

International Membership

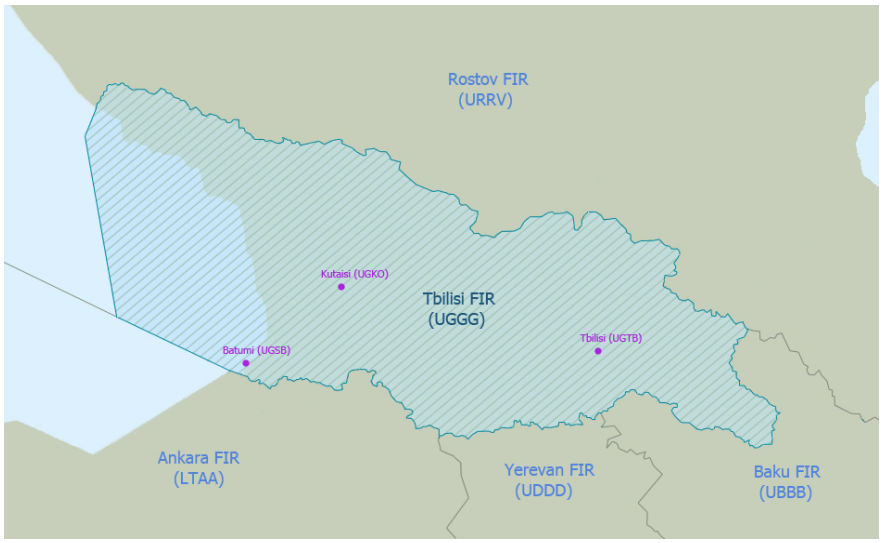
Georgia is a Member of the following international organisations in the field of ATM:

Organisation		Since
ECAC	✓	2005
EUROCONTROL	✓	January 1st 2014
European Union		N/A
EASA		Working Agreement (signed 2009)
ICAO	✓	1994
NATO		N/A
ITU	✓	1993
EDA		N/A

Geographical description of the FIR(s)

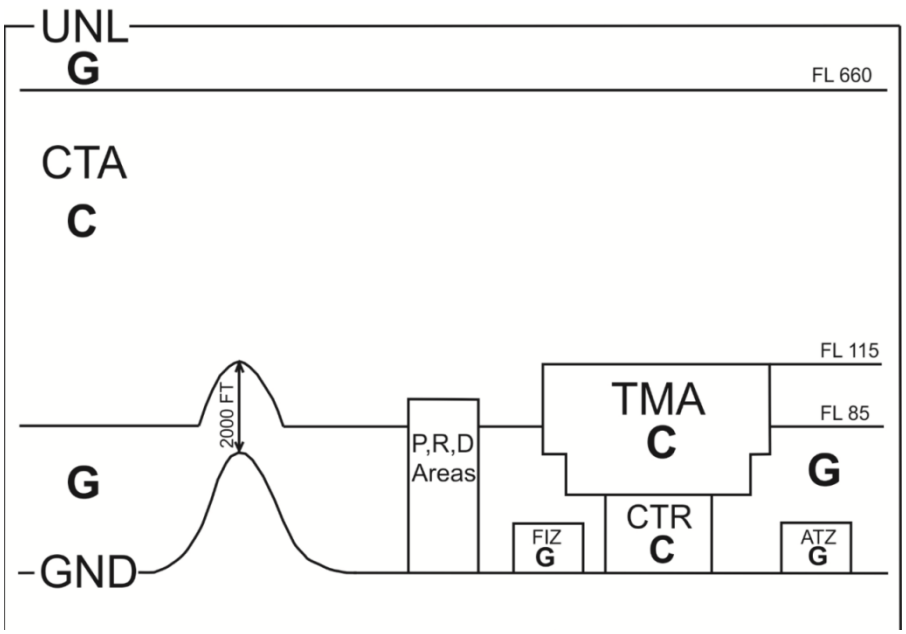
The geographical scope of this document addresses the Tbilisi FIR.

Tbilisi FIR is surrounded by the following 4 State FIRs: Rostov FIR (Russia), Baku FIR (Azerbaijan), Yerevan FIR (Armenia), Ankara FIR (Turkey). This is graphically presented in the figure below:



Airspace Classification and Organisation

Classification of Georgian Airspace is presented on the picture below.



ATC Units

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

ATC Unit	Number of sectors		Associated FIR(s)	Remarks
	En-route	TMA		
Tbilisi ACC	1		Tbilisi FIR	2 sectors
Tbilisi TMA		1	Tbilisi FIR	
Batumi TMA		1	Tbilisi FIR	
Kutaisi TMA		1	Tbilisi FIR	

U-Space services

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

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

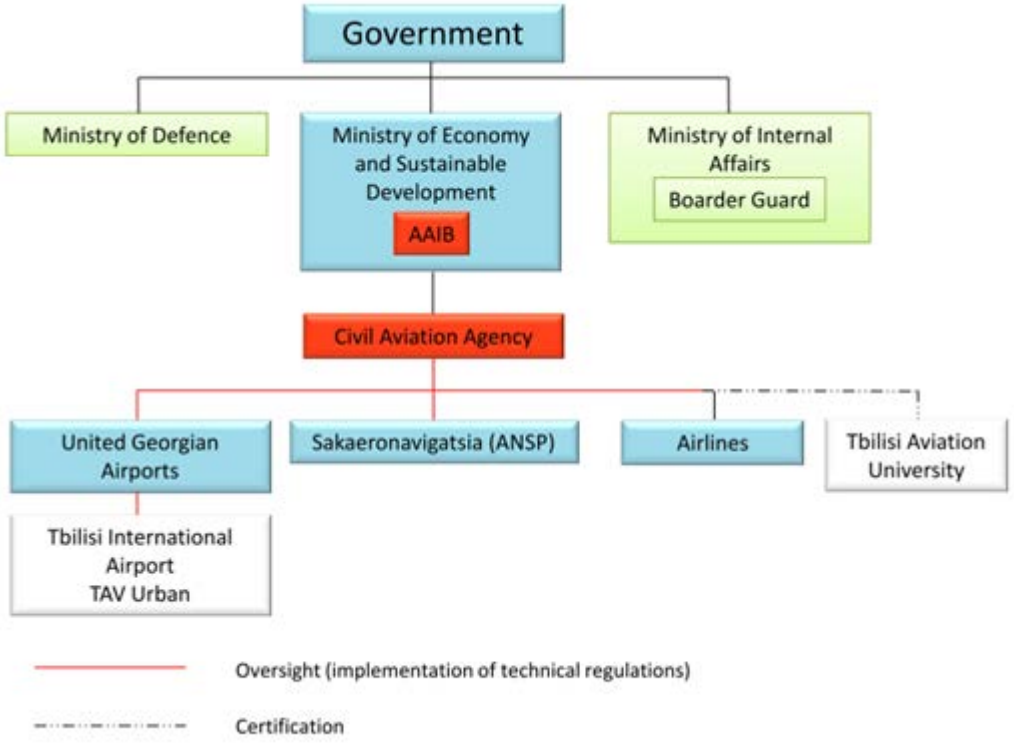
Phase		Service	
U1	Foundation Services	U1.1	e-Registration
		U1.2	e-Identification
		U1.3	Pre-tactical Geo-fencing
U2	Initial Services	U2.1	Tactical Geo-fencing
		U2.2	Flight Planning Management
		U2.3	Weather Information
		U2.4	Tracking
		U2.5	Monitoring
		U2.6	Drone Aeronautical Information Management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

1.2. National Stakeholders

The main National Stakeholders involved in ATM in Georgia are:

- Ministry of Economy and Sustainable Development of Georgia; Transport policy department is body integrated within the Ministry;
- Aircraft Accident and Incident Investigation Bureau (AAIB) is under Ministry of Economy and Sustainable Development of Georgia
- Ministry of Defence
- Georgian Civil Aviation Agency (GCAA) is a Legal Entity of Public Law (LEPL) is under the state control of the Ministry of Economy and Sustainable Development;
- Sakaeronavigatsia LTD (SAN) the only Air Navigation Service Provider in Georgia (ANSP is organised under private law, responsible for the provision of ANS in Georgia);
- United Georgian Airports
    - TAV URBAN Georgia LLC (Airport Operator);
- National Airlines;
- Training Institutions/Organisations.

The activities of stakeholders are detailed in the following subchapters and their relationships are shown in figure below:



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Civil Regulator(s)

General Information

Different national entities having regulatory responsibilities in ATM in Georgia are summarised in the table below:

Activity in ATM:	Organisation responsible	Legal Basis
Rule-making	GCAA Ministry of Economy and Sustainable Development of Georgia	Air Code 29.10.1996 Article 9 Law on Governance and Regulation of Transport Field N 4593 – (S) of 30.03. Article 7 (G), Article 8
Safety Oversight	GCAA	Law on Governance and Regulation of Transport Field N 4593 – (S) of 30.03. Article 7 (D) Air Code 29.10.1996 Article 8
Enforcement actions in case of non-compliance with safety regulatory requirements	GCAA	Law on Administrative Violation Articles 111 - 111[5]
Airspace	President of Georgia GCAA /MOD	Air code 29.10.1996 Article 4 Governmental decree N276 on Airspace structure and classification 23.106.2016. Presidential decree N253 on distribution of responsibilities and roles between state agency regarding civil and state aviation oversight and control 09.06.2003.
Economic		
Environment	GCAA Ministry of environment	Air Code 29.10.1996 Article 47
Security	GCAA MIA	Air Code 29.10.1996 Chapter V
Accident investigation	AAIB	Ministerial Order №1-1/242 on Incident and accident investigation rules in civil aviation of 4 September 2014.

The Georgian Civil Aviation Agency (GCAA)

The Georgian Civil Aviation Agency is a Legal Entity of Public Law (LEPL), established by Article 7 of Transport Law. The Agency is under the state control of the Minister of Economy and Sustainable Development of Georgia. GCAA has its own operating budget and is functionally separated from the Service Provider.

Ministerial Order on Statute of the Agency establishes its internal structure and main functions.

Among others one of the main functions of the Agency are to develop technical regulations, oversee their application and enforce the compliance with the requirements as necessary. The figure in the Annex B indicates the organisational structure of the Agency.

Annual Report published:	N	Annual report as per EU requirements is not published. However under established occurrence reporting and continuous oversight process, GCAA is developing Annual safety report. The report is addressing to the national SSP committee for improvement of overall reporting, analysis and safety level.

Complimentary information is available on www.gcaa.ge.

Air Navigation Service Provider(s)

Georgian ANSP (SAKAERONAVIGATSIA)

Services provided

Governance:	Limited Liability Company	**Ownership:**	100% State owned

Services provided	**Y/N**	**Comment**
ATC en-route	Y	
ATC approach	Y	
ATC Aerodrome(s)	Y	
AIS	Y	
CNS	Y	
MET	Y	
ATCO training	Y	Initial Training is outsourced. Transitional Training, Refresher and other local specifics related is provided in-house.
Others		AFIS
Additional information:	None	
Provision of services in other State(s):	N	
Annual Report published:	N	

Number of air traffic controllers	
Supervisors	8
Senior Controllers	16
ACC	26
APP	19
TWR	38

SAKAERONAVIGATSIA organisational chart is presented in Annex B.

ANSP web page: www.airnav.ge

ATC Systems in use

Main ANSP part of any technology alliance[2]	N	

FDPS

Specify the manufacturer of the ATC system currently in use:	INDRA
Upgrade[3] of the ATC system is performed or planned?	Upgrade of the system is completed
Replacement of the ATC system by the new one is planned?	-
ATC Unit	The ATS services are provided from main centre in Tbilisi ACC

SDPS

Specify the manufacturer of the ATC system currently in use:	INDRA
Upgrade of the ATC system is performed or planned?	Upgrade of the system is completed
Replacement of the ATC system by the new one is planned?	-
ATC Unit	The ATS services are provided from main centre in Tbilisi ACC

Airports

General information

The main international Airports in Georgia are:

- Tbilisi International Airport
- Batumi International Airport,
- Kutaisi International Airport

Tbilisi International Airport is owned by United Airports Georgia LLC but is operated by TAV Urban Georgia LLC. Batumi International Airport is owned by the Ministry of Economy and Sustainable Development of Georgia but is operated by TAV Batumi Operations.

Georgia has some airfields for general aviation as well.

Airport(s) covered by the LSSIP

Referring to the List of Airports in the European ATM Master Plan Level 3 Implementation Plan Edition 2019 – Annex 2, it is up to the individual State to decide which additional airports will be reported through LSSIP for those Objectives

The airport covered by this edition of LSSIP document is TBILISI International Airport (TIA) as a main international airport in Georgia.

The EUROCONTROL Public Airport Corner also provides information for the following airport(s):
https://ext.eurocontrol.int/airport_corner_public/UGTB

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

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

Military Authorities

Regulatory role

Regulatory framework and rule making

OAT		GAT	
OAT and provision of service for OAT governed by national legal provisions?	Y	Provision of service for GAT by the Military governed by national legal provisions?	N
Level of such legal provision: Air Code. Presidential Decree 253, on distribution of responsibilities between civil and military aviation authorities.		Level of such legal provision: N/A	
Authority signing such legal provision: President/Parliament/ MOD		Authority signing such legal provision:	
These provisions cover:		These provisions cover:	
Rules of the Air for OAT	Y		
Organisation of military ATS for OAT	N	Organisation of military ATS for GAT	N/A
OAT/GAT Co-ordination	Y	OAT/GAT Co-ordination	N/A
ATCO Training	Y	ATCO Training	N/A
ATCO Licensing	N	ATCO Licensing	N/A
ANSP Certification	N	ANSP Certification	N/A
ANSP Supervision	Y	ANSP Supervision	N/A
Aircrew Training	N	ESARR applicability	N/A
Aircrew Licensing	N		
Additional Information: There are no military ATS provided on [civilian airdromes/for GAT traffic].		Additional Information: There are no military ATS provided on [civilian airdromes/for GAT traffic, civilian airspace users].	
Means used to inform airspace users (other than military) about these provisions:		Means used to inform airspace users (other than military) about these provisions:	
National AIP	Y	National AIP	N/A
National Military AIP	N	National Military AIP	N/A
EUROCONTROL eAIP	Y	EUROCONTROL eAIP	N/A
Other:		Other:	N/A

Oversight

OAT	GAT
National oversight body for OAT: MoD	N/A
Additional information: Nil	Additional information: Nil

Service Provision role

OAT		GAT	
Services Provided:		Services Provided:	
En-Route	N	En-Route	N/A
Approach/TMA	N	Approach/TMA	N/A
Airfield/TWR/GND	N	Airfield/TWR/GND	N/A
AIS	N	AIS	N/A
MET	N	MET	N/A
SAR	Y	SAR	N/A
TSA/TRA monitoring	Y	FIS	N/A
Other:		Other:	
Additional Information:		Additional Information: Nil	

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

User role

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

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

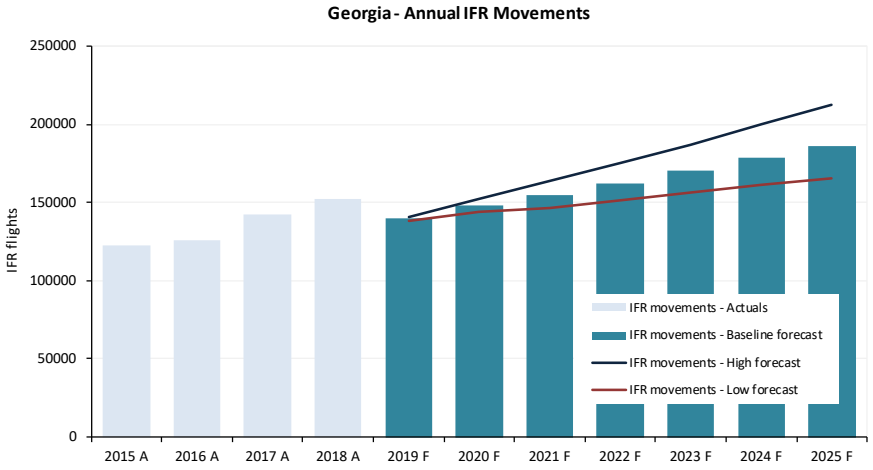
If Military fly GAT-IFR inside controlled airspace, specify existing special arrangements:								
No special arrangements				N	Exemption from Route Charges			Y
Exemption from flow and capacity (ATFCM) measures				N	Provision of ATC in UHF			Nil
CNS exemptions:	RVSM	N	8.33	N/A	Mode S	N	ACAS	N
Others:								

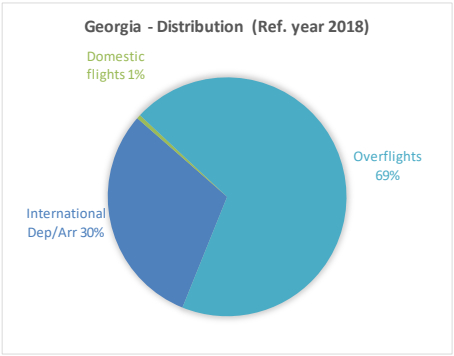
Flexible Use of Airspace (FUA)

EU FUA regulations N551/2004 and N2150/2005 are transposed into national legal system. By Gov decree 514 FUA level 1 is established. AMS (FUA level 2) operates in accordance with local needs. Harmonization with EU standards is ongoing. Joint Civ-Mil committee has established FUA project team to ensure further alignment with EU best practices and local needs.
FUA Level 1 implemented: Y
FUA Level 2 implemented: Y (military unit is integrated into the civil ATM)
FUA Level 3 implemented: N

2. Traffic and Capacity

2.1. Evolution of traffic in Georgia





A = Actual

F = Forecast

EUROCONTROL Seven-Year Forecast (Autumn 2019)											
IFR flights yearly growth		2016 A	2017 A	2018 A	2019 F	2020 F	2021 F	2022 F	2023 F	2024 F	2025 F
Georgia	H				-7.9%	8.7%	7.6%	6.8%	6.6%	6.8%	6.3%
	B	2.8%	13.2%	7.2%	-8.5%	6.0%	4.7%	4.9%	4.6%	4.9%	4.3%
	L				-9.1%	3.6%	2.2%	3.2%	3.2%	3.2%	2.6%
ECAC	B	2.8%	4.0%	3.8%	1.1%	2.3%	1.9%	2.2%	1.8%	1.9%	1.4%

2019

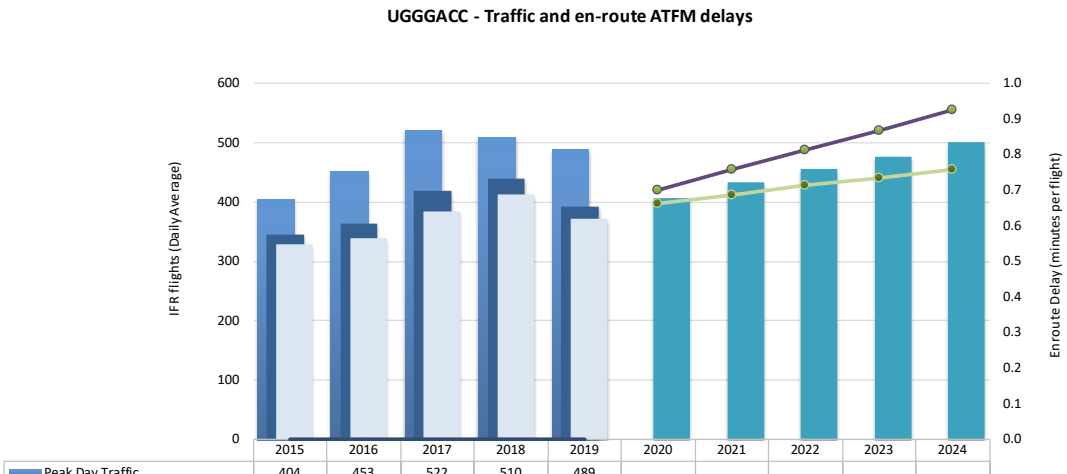
Traffic in Georgia decreased by 9.8% in 2019 compared to 2018.

2020-2024

The EUROCONTROL Seven-Year forecast predicts an average annual increase between 3.0% and 7.1%, with a baseline growth of 4.9% during the planning cycle.

2.2. Tbilisi ACC

Traffic and en-route ATFM delays 2015-2024



	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Peak Day Traffic	404	453	522	510	489					
Summer Traffic	346	365	419	440	393					
Yearly Traffic	328	340	385	413	373					
Summer Traffic Forecast						406	433	456	477	501
High Traffic Forecast - Summer						421	455	488	521	555
Low Traffic Forecast - Summer						397	412	428	440	455
Summer enroute delay (all causes)	0.00	0.00	0.00	0.00	0.00					
Yearly enroute delay (all causes)	0.00	0.00	0.00	0.00	0.00					

Performance summer 2019

Tbilisi ACC	Traffic evolution (2019 vs 2018)			En-route Delay (min. per flight)		Capacity (2019 vs 2018)		
	Traffic Forecast		Actual Traffic	All reasons	ACC Reference Value	Planned	Achieved	Capacity gap?
	Current Routes	Shortest Routes						
Year	**H:** 8.1% **B:** 7.0% **L:** 4.1%	-6%	-9.8%	0.00	0.01			
Summer			-10.7%	0.00		Sufficient	50 (+0%)	No

Summer 2019 performance assessment

The average en-route delay per flight remained at zero in Summer 2019.

The ACC capacity baseline was estimated to be 50. During the measured period, the average peak 1 hour demand was 26 and the average peak 3 hour demand was 20.

Operational actions	Achieved	Comments
FRAG implementation of the Step Two	Yes	
Enhanced ATFM techniques through cooperative traffic management	No	Process still is on planning stage.
Further optimisation and implementation of ATS route network	Ongoing	Optimization of ATS route is a continuous process
Implementation of two upper ACC sectors	Yes	
Implementation of RNAV1 (GNSS) for SID/STAR's	Ongoing	This project will be completed in the scope of Tbilisi TMA reorganisation by the end of 2020

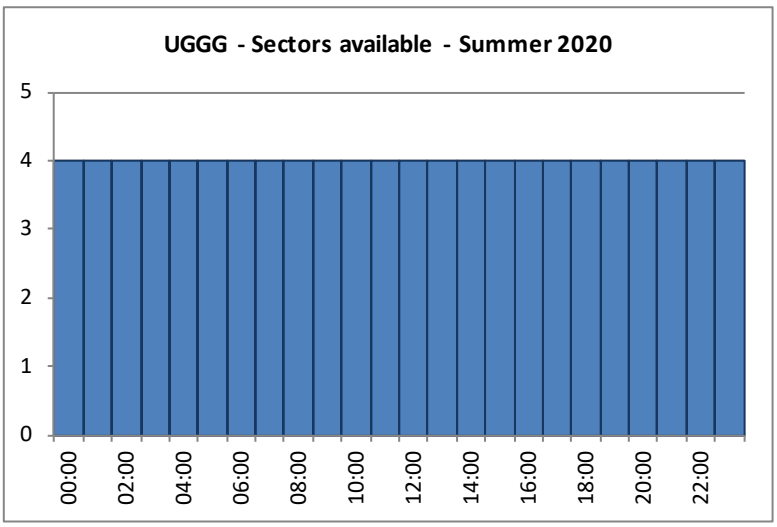
Implementation of APV LNAV/VNAV (including LNAV-only minima) at all instrument runway ends as a backup for ILS precision approaches	Ongoing	This project will be completed by the end of 2023
Technical implementation of new ATM system	Yes	
Transfer to new ATM system	Yes	
Traffic management improvements	Yes	Monitoring of demand and capacity balance on pre-tactical and tactical phases is on active stage
Maximum configuration: 4 sectors	Yes	

Planning Period 2020-2024

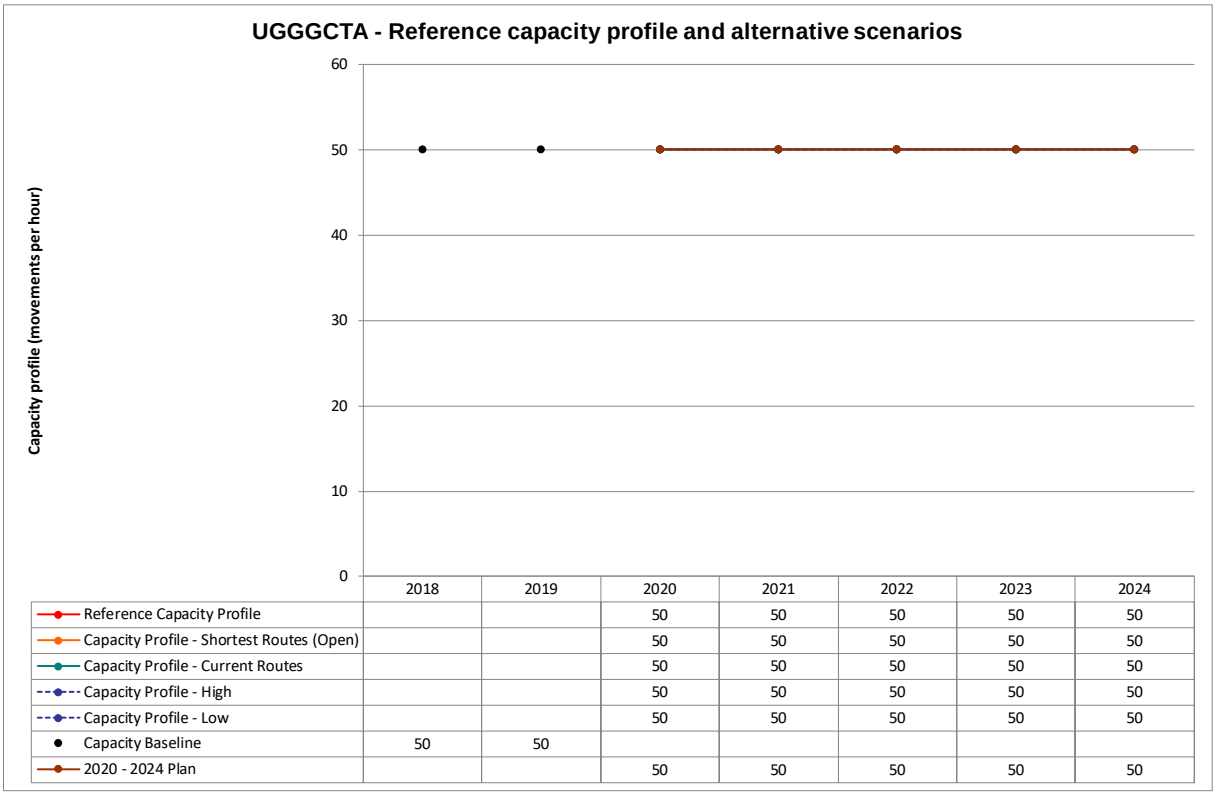
The planning focuses on the Summer season to reflect the most demanding period of the year from a capacity perspective. This approach ensures consistency with the previous planning cycles.

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

Summer Capacity Plan					
	2020	2021	2022	2023	2024
Free Route Airspace					
Airport & TMA Network Integration					
Cooperative Traffic Management					
Airspace	Further optimisation and implementation of ATS route network				
Procedures	Implementation of RNAV1 (GNSS) for SID/STAR's in Tbilisi TMA				
	Implementation of APV *LNAV*/VNAV (*including LNAV-only minima*) at all instrument runway ends as a backup for ILS precision approaches				
Staffing	14 new ATCOs will be recruited for Tbilisi, Kutaisi and Batumi TWR positions				
Technical					
Capacity	Traffic Management Improvements				
Significant Events					
Max sectors	4	4	4	4	4
Planned Annual Capacity Increase	**Sufficient capacity to meet expected demand**				
Reference profile Annual % Increase	0%	0%	0%	0%	0%
Difference Capacity Plan v. Reference Profile	Sufficient capacity to meet expected demand				
Annual Reference Value (min)	0.01	0.01	0.01	0.01	0.01
Additional information					



Up to 4 sectors can be open 24/7, if required.



	2018	2019	2020	2021	2022	2023	2024
Reference Capacity Profile			50	50	50	50	50
Capacity Profile - Shortest Routes (Open)			50	50	50	50	50
Capacity Profile - Current Routes			50	50	50	50	50
Capacity Profile - High			50	50	50	50	50
Capacity Profile - Low			50	50	50	50	50
Capacity Baseline	50	50					
2020 - 2024 Plan			50	50	50	50	50

2020-2024 Planning Period Outlook
No problems are foreseen for Tbilisi ACC in the coming planning cycle.

3. Implementation Projects

The tables below provide information about the main projects currently ongoing in Georgia.

3.1. National projects

Mode S and Aircraft identification (Surveillance and new ATM system)			
Organisation(s):	SAKAERONAVIGATSIA (GE)	**Type of project:** National	
Schedule:	2018-2019		
Status:	Completed		
Description:	the usage of downlinked aircraft information		
Link and references			
ATM MP links:	L3: ITY-ACID		
Other links:	-		
Project included in RP2 Performance Plan:	-	**Name/Code in RP2 Performance Plan:**	-
Project included in DP:	-	**Name/Code in DP:**	-
Performance contribution			
Safety:	+++	-	
Environment:	++	-	
Capacity:		-	
Cost-efficiency:		-	
Operational efficiency:	+++	-	
Security:		-	

PBN Implementation (PBN)			
Organisation(s):	GCAA (GE), SAKAERONAVIGATSIA (GE)	**Type of project:** National	
Schedule:	2016-2020		
Status:	Ongoing		
Description:	Implementation of PBN concept in Georgia in accordance Assembly resolution A37-11.		
Link and references			
ATM MP links:	L3: NAV03.1, NAV10		
Other links:	-		
Project included in RP2 Performance Plan:	-	**Name/Code in RP2 Performance Plan:**	-
Project included in DP:	-	**Name/Code in DP:**	-
Performance contribution			
Safety:		-	
Environment:		Positive effect on local environment.	
Capacity:		Increased capacity.	
Cost-efficiency:		Reduction of costs.	
Operational efficiency:		-	
Security:		-	

TMA reconfiguration			
Organisation(s):	SAKAERONAVIGATSIA (GE)	**Type of project:** National	
Schedule:	2019		
Status:	Completed		
Description:	Enlarge the vertical and horizontal boundaries of existing TMA to gain a flexibility and to decrease the ATCO's workload.		
Link and references			
ATM MP links:	L3: ATC02.9		
Other links:	-		
Project included in RP2 Performance Plan:	-	**Name/Code in RP2 Performance Plan:**	-
Project included in DP:	-	**Name/Code in DP:**	-
Performance contribution			
Safety:	+++	-	
Environment:	+++	-	
Capacity:	+++	-	
Cost-efficiency:	++	-	
Operational efficiency:	+++	-	
Security:		-	

Transition from AIS to AIM			
Organisation(s):	GCAA (GE), SAKAERONAVIGATSIA (GE), TBILISI Airport (GE)		**Type of project:** National
Schedule:	2015-2021		
Status:	Ongoing		
Description:	Establishment of necessary regulatory framework ensures improvement national AIS products and services. Enables TOD implementation.		
Link and references			
ATM MP links:	L3: INF07, NAV03.1, NAV10		
Other links:	-		
Project included in RP2 Performance Plan:	-	**Name/Code in RP2 Performance Plan:**	-
Project included in DP:	-	**Name/Code in DP:**	-
Performance contribution			
Safety:	+++	The availability of quality-assured electronic terrain and obstacle data will contribute to increased safety levels and performance in airborne and ground-based systems (e.g. EGPWS, MSAW, APM, SVS, A-SMGCS and Instrument Procedure Design).	
Environment:		The availability of more accurate digital terrain and obstacle data would potentially enable the design of more fuel effective and noise-reduced performance based approach procedures.	
Capacity:	+	Efficient and reliable obstacle data collection processes will enhance the overall situational awareness in respect of terrain or obstacle hazards and separation assurance, thereby contributing to or enabling informed decisions, and facilitating better use of available capacity (e.g. improved flight procedure design).	
Cost-efficiency:		Operating costs will decrease with the "paperless cockpit" trend, leading to a reduction in printing costs and weight, A more accurate obstacle and terrain dataset will enable more plausible aircraft operating limitation analysis allowing the design of fuel-effective performance based navigation procedures as well as optimized engine maintenance cycles through more accurate take-off performance calculations.	
Operational efficiency:		-	
Security:		-	

3.2. Multinational projects

MoC			
Organisation(s):	CAC (AM), GCAA (GE)	**Type of project:** Multinational	
Schedule:	-		
Status:	Under memorandum of cooperation both sides endeavour to exchange information, best practices and views on relevant ATM/ANS matters in all areas of mutual interests.		
Description:	On 28 of September 2019 Memorandum of Cooperation was signed between the Georgian Civil Aviation Agency (GCAA) and the Civil Aviation Committee (CAC) of the Republic of Armenia. Cooperation between sides is a solid foundation for sharing knowledge experience and best practice focused on raising the quality of public service and application of International and European standards.		
Link and references			
ATM MP links:	-		
Other links:	-		
Project included in RP2 Performance Plan:	N	**Name/Code in RP2 Performance Plan:**	-
Project included in DP:	N	**Name/Code in DP:**	-
Performance contribution			
Safety:	++	-	
Environment:	++	-	
Capacity:		-	
Cost-efficiency:		-	
Operational efficiency:	+++	-	
Security:		-	
Cooperation Activities:	-		

OLDI expansion (ATM)			
Organisation(s):	ARMATS (AM), SAKAERONAVIGATSIA (GE)		**Type of project:** Multinational
Schedule:	2018-2019		
Status:	Completed		
Description:	OLDI related message dissemination among all appropriate adjacent units		
Link and references			
ATM MP links:	L3: ATC17, ITY-FMTP		
Other links:	-		
Project included in RP2 Performance Plan:	-	**Name/Code in RP2 Performance Plan:**	-
Project included in DP:	-	**Name/Code in DP:**	-
Performance contribution			
Safety:	+++	-	
Environment:		-	
Capacity:		-	
Cost-efficiency:		-	
Operational efficiency:	+++	-	
Security:		-	
Cooperation Activities:	-		

Tbilisi CTA Upper Sectors Implementation (ATM)			
Organisation(s):	ARMATS (AM), SAKAERONAVIGATSIA (GE)		**Type of project:** Multinational
Schedule:	2018-2019		
Status:	Completed		
Description:	Implementing the dynamic sectorization in Tbilisi CTA		
Link and references			
ATM MP links:	L3: AOM21.2		
Other links:	-		
Project included in RP2 Performance Plan:	-	**Name/Code in RP2 Performance Plan:**	-
Project included in DP:	-	**Name/Code in DP:**	-
Performance contribution			
Safety:	+++	-	
Environment:	+++	-	
Capacity:	+++	-	
Cost-efficiency:		-	
Operational efficiency:	+++	-	
Security:		-	
Cooperation Activities:	-		

4. Cooperation activities

4.1. Multinational cooperation initiatives

GCAA has signed MoC with the Federal Supervisory Authority for Air Navigation Services (BAF) of Germany, under the above-mentioned agreement both Sides endeavour to exchange information, best practices and views on relevant ATM/ANS matter in all areas of mutual interest.

4.2. Regional cooperation initiatives with Armenia

The agreement has been signed and the testing has been done for the implementation of the basic OLDI (ABI, ACT, REV, PAC, MAC and LAM) via FMTP with Yerevan FIR. The connection is operational since January 2019.

The South Caucasus Free Route Airspace (FRASC) operational concept prepared and distributed to both States by EUROCONTROL NM in AUG 2018 and the Cross-border 24h FRA with Armenia between FL195-FL660 is implemented starting from 07.11.2019.

On 28 September 2019 Memorandum of Cooperation was signed between the Georgian Civil Aviation Agency (GCAA) and the Civil Aviation Committee (CAC) of the Republic of Armenia.

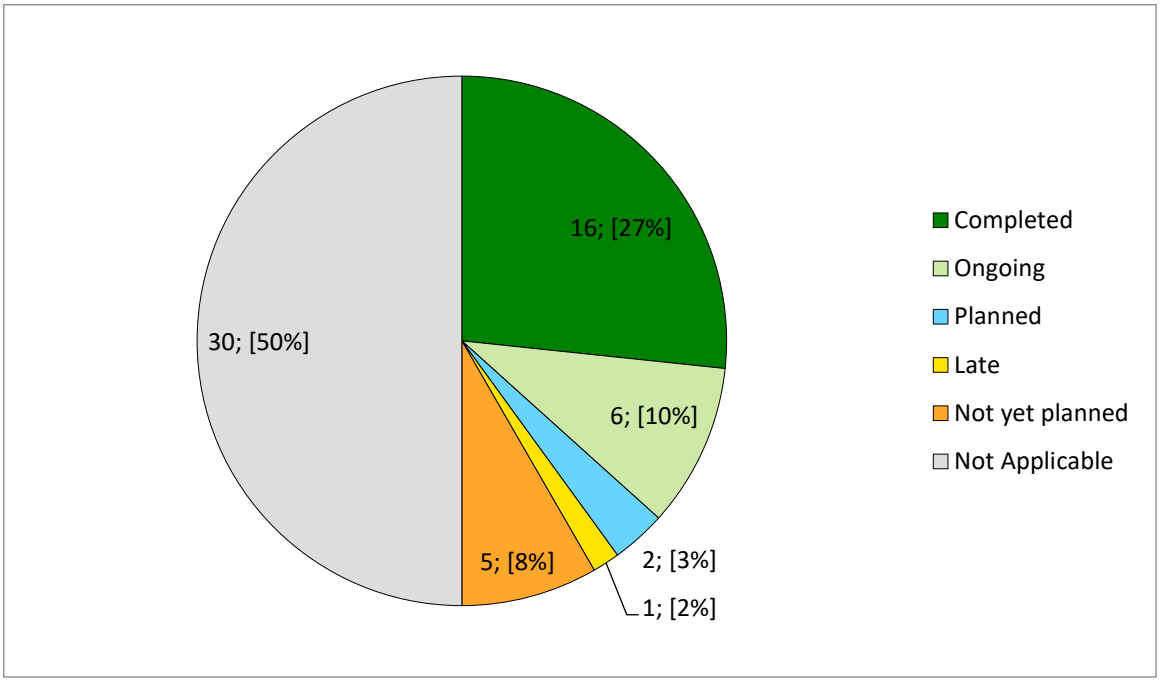
Cooperation between sides is a solid foundation for sharing knowledge experience and best practice focused on raising the quality of public service and application of International and European standards.

Under the memorandum of cooperation, both sides endeavour to exchange information, best practices and views on relevant ATM/ANS matters in all areas of mutual interests.

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).



In order to take necessary actions for improving overall implementation progress picture, the State will summarise and additionally will assess all of the N/A Objectives during 2020.

5.2. Objective Progress per SESAR Key Feature

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

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

Legend:

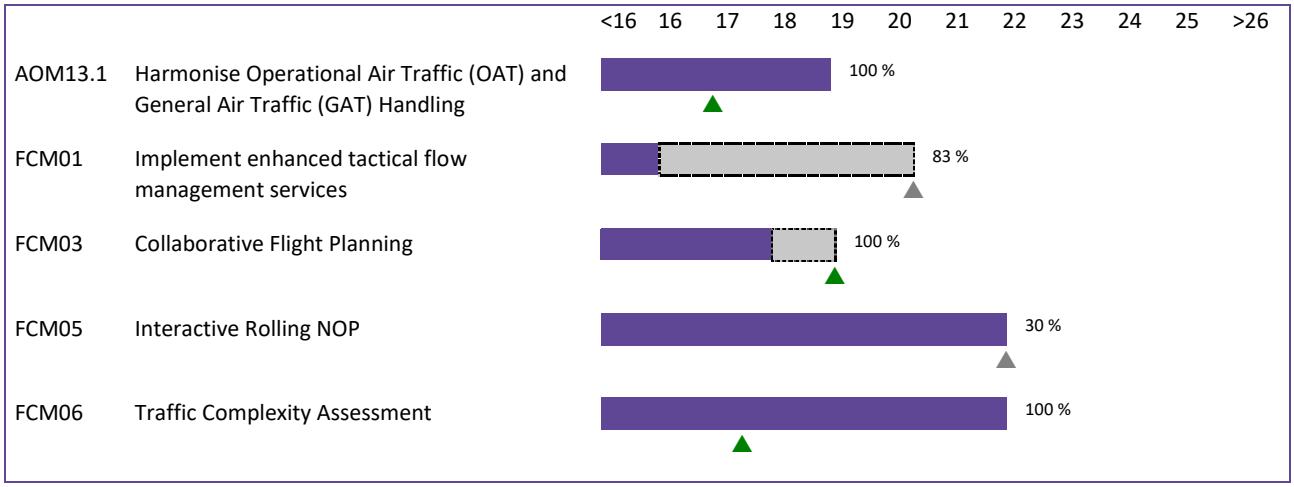
▲ ## % = Expected completion / % Progress

▲ 100% = Objective completed

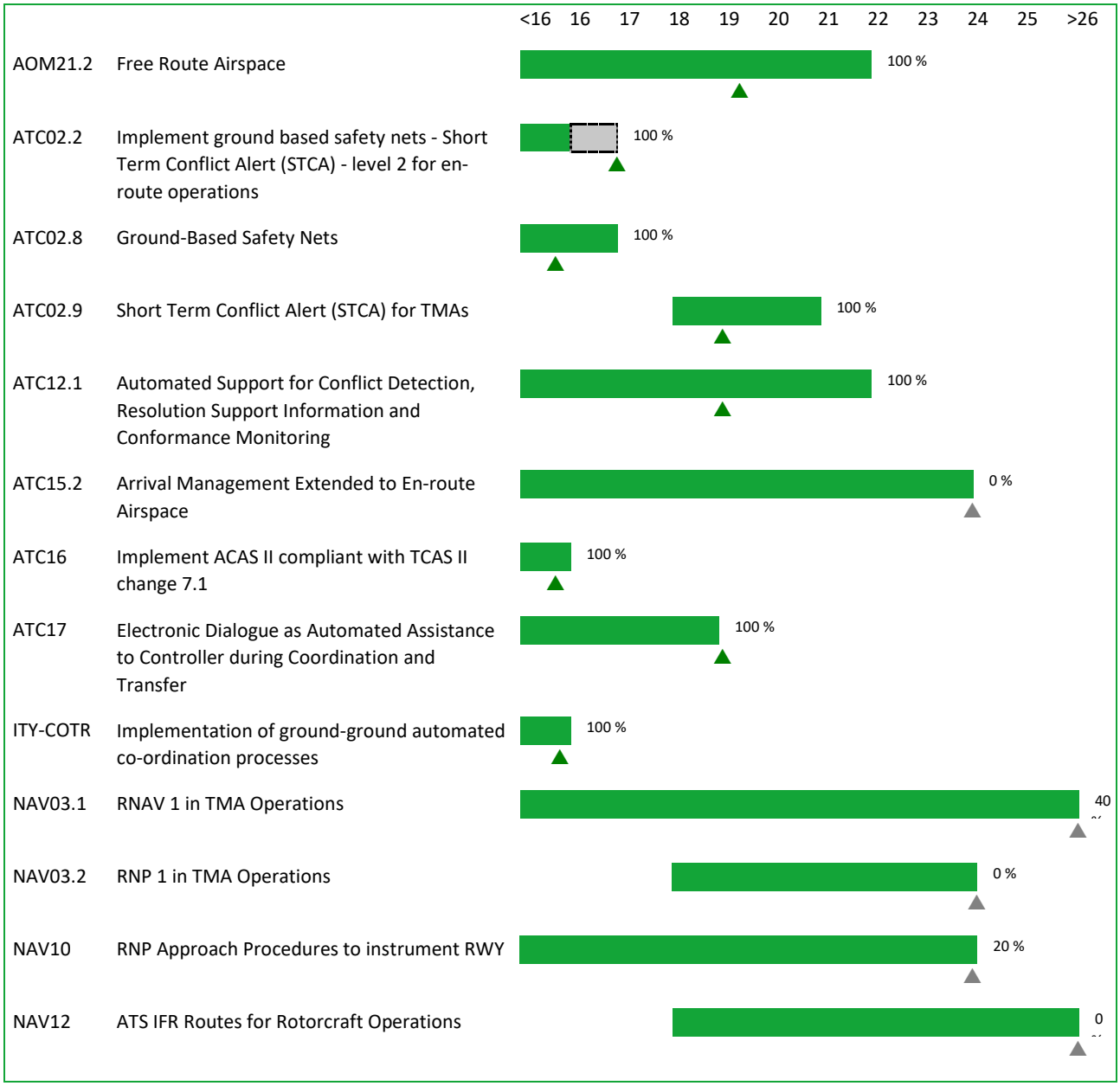
= Implementation Objective timeline (different colour per KF)

= Completion beyond Implementation Objective timeline

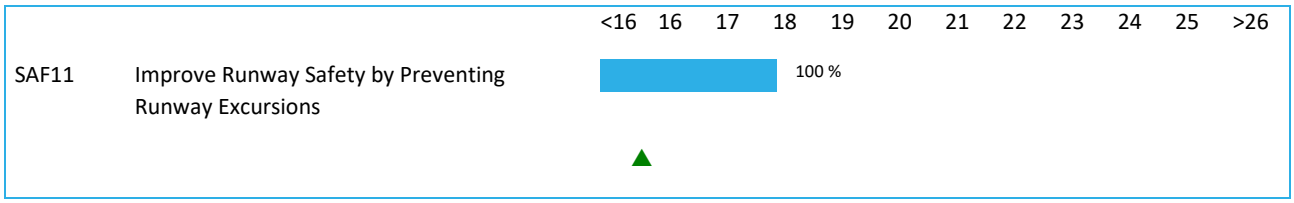
Optimised ATM Network Services



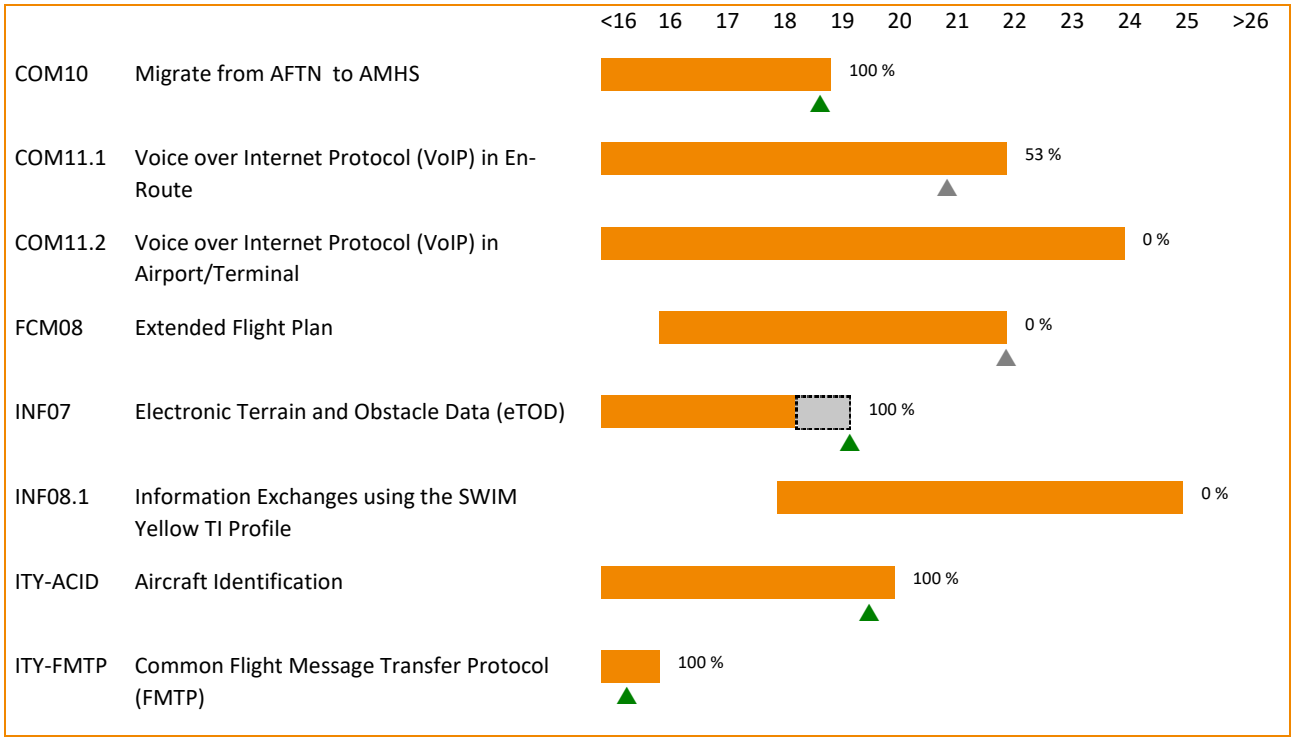
Advanced Air Traffic Services



High Performing Airport Operations



Enabling Aviation Infrastructure



5.3. ICAO ASBU Implementation Progress

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

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

Legend:

5.4. Detailed Objectives Implementation progress

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

Main Objectives

AOM13.1	**Harmonise Operational Air Traffic (OAT) and General Air Traffic (GAT) Handling** ***Timescales:*** Initial operational capability: 01/01/2012 Full operational capability: 31/12/2018		**100%**	**Completed**
Key Feature: Optimised ATM Network Services				
-				
National regulation sets the harmonised rules for OAT and GAT operations outside restricted or temporarily segregated areas.				**31/12/2016**
REG (By:12/2018)				
GCAA	National regulation sets the harmonised rules for OAT and GAT operations outside restricted or temporarily segregated areas.	-	100%	Completed 31/12/2016
ASP (By:12/2018)				
SAKAERONA VIGATSIA	National regulation sets the harmonised rules for OAT and GAT operations outside restricted or temporarily segregated areas.	-	100%	Completed 31/12/2016
MIL (By:12/2018)				
Mil. Authority	National regulation sets the harmonised rules for OAT and GAT operations outside restricted or temporarily segregated areas.	-	100%	Completed 31/12/2016

AOM19.1	**ASM Support Tools to Support Advanced FUA (AFUA)** **(Outside Applicability Area)** ***Timescales:*** - not applicable -		**%**	**Not Applicable**
Links: B1-FRTO, B1-NOPS | Key Feature: Optimised ATM Network Services				
-				
FUA upgrade project is ongoing. Application of support tools will be considered at later stage.				-
ASP (By:12/2018)				
SAKAERONA VIGATSIA	FUA upgrade project is ongoing. Application of support tools will be considered at later stage.	-	%	Not Applicable -

AOM19.2	**ASM Management of Real-Time Airspace Data** **(Outside Applicability Area)** ***Timescales:*** - not applicable -		**%**	**Not Applicable**
Links: B1-FRTO, B1-NOPS | Key Feature: Optimised ATM Network Services				
-				
FUA upgrade project is ongoing. Application of automated ASM tools will be considered at later stage.				**-**
ASP (By:12/2021)				
SAKAERONA VIGATSIA	FUA upgrade project is ongoing. Application of automated ASM tools will be considered at later stage.	-	%	Not Applicable -

AOM19.3	**Full Rolling ASM/ATFCM Process and ASM Information Sharing** **(Outside Applicability Area)** ***Timescales:*** - not applicable -		**%**	**Not Applicable**
Links: B0-FRTO, B1-FRTO, B1-NOPS, B2-NOPS | Key Feature: Optimised ATM Network Services				
-				
FUA upgrade project is ongoing. Application of support tools will be considered at later stage.				**-**
ASP (By:12/2021)				
SAKAERONA VIGATSIA	FUA upgrade project is ongoing. Application of automated ASM tools will be considered at later stage.	-	%	Not Applicable -

AOM19.4	**Management of Pre-defined Airspace Configurations** **(Outside Applicability Area)** ***Timescales:*** - not applicable -		**%**	**Not Applicable**
Links: B1-FRTO, B1-NOPS | Key Feature: Optimised ATM Network Services				
-				
-				**-**
ASP (By:12/2021)				
SAKAERONA VIGATSIA	This objective is not applicable for Georgia	-	%	Not Applicable -

AOM21.2	**Free Route Airspace** ***Timescales:*** Initial operational capability: 01/01/2015 Full operational capability: 31/12/2021		**100%**	**Completed**
Links: B0-FRTO, B1-FRTO | Key Feature: Advanced Air Traffic Services				
-				
FRA have been deployed in cooperation with NM and the procedures implementing the dynamic sectorisation within Tbilisi FIR including four FL boundaries (FL345, FL355, FL365 and FL375) is in operational use.				**30/05/2019**
ASP (By:12/2021)				
SAKAERONA VIGATSIA	FRA have been deployed in cooperation with NM and the procedures implementing the dynamic sectorisation within Tbilisi FIR including four FL boundaries (FL345, FL355, FL365 and FL375) is in operational use.	Tbilisi CTA Upper Sectors Implementation	100%	Completed 30/05/2019

AOP04.1	Advanced Surface Movement Guidance and Control System A-SMGCS Surveillance (former Level 1) *Timescales:* - not applicable -		%	Not Applicable
Links: B0-SURF | Key Feature: High Performing Airport Operations				
UGTB - Tbilisi Airport **(Outside Applicability Area)**				
Georgia is not within the area of applicability of this airport objective.				-
REG (By:12/2010)				
GCAA	Georgia is not within the area of applicability of this airport objective.	-	%	Not Applicable -
ASP (By:12/2011)				
SAKAERONA VIGATSIA	Georgia is not within the area of applicability of this airport objective.	-	%	Not Applicable -
APO (By:12/2010)				
TBILISI Airport	Georgia is not within the area of applicability of this airport objective.	-	%	Not Applicable -

AOP04.2	Advanced Surface Movement Guidance and Control System (A-SMGCS) Runway Monitoring and Conflict Alerting (RMCA) (former Level 2) *Timescales:* - not applicable -		%	Not Applicable
Links: B0-SURF | Key Feature: High Performing Airport Operations				
UGTB - Tbilisi Airport **(Outside Applicability Area)**				
Georgia is not within the area of applicability of this airport objective.				-
ASP (By:12/2017)				
SAKAERONA VIGATSIA	Georgia is not within the area of applicability of this airport objective.	-	%	Not Applicable -
APO (By:12/2017)				
TBILISI Airport	Georgia is not within the area of applicability of this airport objective.	-	%	Not Applicable -

AOP05	Airport Collaborative Decision Making (A-CDM) *Timescales:* - not applicable -		%	Not Applicable
Links: B0-ACDM, B0-RSEQ | Key Feature: High Performing Airport Operations				
UGTB - Tbilisi Airport **(Outside Applicability Area)**				
Georgia is not within the area of applicability of this airport objective.				-
ASP (By:12/2016)				
SAKAERONA VIGATSIA	Georgia is not within the area of applicability of this airport objective.	-	%	Not Applicable -
APO (By:12/2016)				
TBILISI Airport	Georgia is not within the area of applicability of this airport objective.	-	%	Not Applicable -

AOP10	Time-Based Separation *Timescales:* - not applicable -		%	Not Applicable
Links: B1-RSEQ, B2-WAKE | Key Feature: High Performing Airport Operations				
UGTB - Tbilisi Airport **(Outside Applicability Area)**				
Georgia is out of the applicability area of this Objective				-
REG (By:12/2023)				
GCAA	-	-	%	Not Applicable -
ASP (By:12/2023)				
SAKAERONA VIGATSIA	-	-	%	Not Applicable -

AOP11	Initial Airport Operations Plan *Timescales:* - not applicable -		%	Not Applicable
Links: B1-ACDM | Key Feature: High Performing Airport Operations				
UGTB - Tbilisi Airport **(Outside Applicability Area)**				
Since Tbilisi airport is not a coordinated airport it has no impact on the network.				-
ASP (By:12/2021)				
SAKAERONA VIGATSIA	-	-	%	Not Applicable -
APO (By:12/2021)				
TBILISI Airport	-	-	%	Not Applicable -

AOP12	Improve Runway and Airfield Safety with Conflicting ATC Clearances (CATC) Detection and Conformance Monitoring Alerts for Controllers (CMAC) *Timescales:* - not applicable -		%	Not Applicable
Links: B2-SURF | Key Feature: High Performing Airport Operations				
UGTB - Tbilisi Airport **(Outside Applicability Area)**				
Georgia is out of the applicability area of this Objective				-
ASP (By:12/2020)				
SAKAERONA VIGATSIA	-	-	%	Not Applicable -
APO (By:12/2020)				
TBILISI Airport	-	-	%	Not Applicable -

AOP13	**Automated Assistance to Controller for Surface Movement Planning and Routing** ***Timescales:*** - not applicable -		**%**	**Not Applicable**
Links: B1-ACDM, B1-RSEQ, B2-SURF | Key Feature: High Performing Airport Operations				
UGTB - Tbilisi Airport **(Outside Applicability Area)**				
Not applicable objective for Georgia.				**-**
REG (By:12/2023)				
GCAA	-	-	%	Not Applicable -
ASP (By:12/2023)				
SAKAERONA VIGATSIA	-	-	%	Not Applicable -

ATC02.8	**Ground-Based Safety Nets** ***Timescales:*** Initial operational capability: 01/01/2009 Full operational capability: 31/12/2016		**100%**	**Completed**
Links: B0-SNET, B1-SNET | Key Feature: Advanced Air Traffic Services				
-				
The training plans have been updated and a training package has been developed by the ANSP for the use of MSAW and APW functions. Ground systems supports the MSAW and APW function which are in operational use. **Following a cost benefit analysis SAN has no plan to implement APM functionality.**				**31/12/2015**
ASP (By:12/2016)				
SAKAERONA VIGATSIA	The training plans have been updated and a training package has been developed by the ANSP for the use of MSAW and APW functions. Ground systems supports the MSAW and APW function which are in operational use. Following a cost benefit analysis SAN has no plan to implement APM functionality.	-	100%	Completed 31/12/2015

ATC02.9	**Short Term Conflict Alert (STCA) for TMAs** ***Timescales:*** Initial operational capability: 01/01/2018 Full operational capability: 31/12/2020		**100%**	**Completed**
Links: B0-SNET, B1-SNET | Key Feature: Advanced Air Traffic Services				
-				
The new ATM system which supports the STCA function in TMA's (UGTB,UGKO and UGSB) has been deployed & available for operational use				**19/01/2019**
ASP (By:12/2020)				
SAKAERONA VIGATSIA	The new ATM system which supports the STCA function in TMA's (UGTB,UGKO and UGSB) has been deployed & available for operational use	TMA reconfiguration	100%	Completed 19/01/2019

ATC07.1	**AMAN Tools and Procedures** ***Timescales:*** - not applicable -		**%**	**Not Applicable**
Links: B0-RSEQ | Key Feature: Advanced Air Traffic Services				
UGTB - Tbilisi Airport **(Outside Applicability Area)**				
There are no capacity problems in the TMA and on the airport. Georgia considers this objective as not applicable.				-
ASP (By:12/2019)				
SAKAERONA VIGATSIA	There are no capacity problems in the TMA and on the airport.	-	%	Not Applicable -

ATC12.1	**Automated Support for Conflict Detection, Resolution Support Information and Conformance Monitoring** ***Timescales:*** Initial operational capability: 01/01/2015 Full operational capability: 31/12/2021		**100%**	**Completed**
Links: B1-FRTO | Key Feature: Advanced Air Traffic Services				
-				
MTCD and resolution support functions have been implemented documented and is in operational use. MONA functions and appropriate procedures have been implemented in the scope of new ATM system upgrade process.				**15/01/2019**
ASP (By:12/2021)				
SAKAERONA VIGATSIA	MTCD and resolution support functions have been implemented documented and is in operational use. MONA functions and appropriate procedures have been implemented in the scope of new ATM system upgrade process.	-	100%	Completed 15/01/2019

ATC15.1	**Information Exchange with En-route in Support of AMAN** **(Outside Applicability Area)** ***Timescales:*** - not applicable -		**%**	**Not Applicable**
Links: B1-RSEQ | Key Feature: Advanced Air Traffic Services				
-				
Georgia is not in the applicability area of this objective.				-
ASP (By:12/2019)				
SAKAERONA VIGATSIA	Georgia is not in the applicability area of this objective.	-	%	Not Applicable -

ATC15.2	**Arrival Management Extended to En-route Airspace** ***Timescales:*** Full operational capability: 31/12/2023		**0%**	**Not yet planned**
Links: B1-RSEQ | Key Feature: Advanced Air Traffic Services				
-				
				-
ASP (By:12/2023)				
SAKAERONA VIGATSIA	The current objective will be the subject of the study in future.	-	0%	Not yet planned -

ATC17	**Electronic Dialogue as Automated Assistance to Controller during Coordination and Transfer** ***Timescales:*** Initial operational capability: 01/01/2013 Full operational capability: 31/12/2018		**100%**	**Completed**
Key Feature: Advanced Air Traffic Services				
-				
New upgraded ATM system provides OLDI functions with all appropriate messages. Nowadays OLDI with basic messages package is used only with two adjacent sectors (Ankara and Yerevan ACC). ATM system is capable to support electronic dialogue procedure in Transfer of communication.				**15/01/2019**
ASP (By:12/2018)				
SAKAERONA VIGATSIA	New upgraded ATM system provides OLDI functions with all appropriate messages. Nowadays OLDI with basic messages package is used only with two adjacent sectors (Ankara and Yerevan ACC). ATM system is capable to support electronic dialogue procedure in Transfer of communication.	OLDI expansion	100%	Completed 15/01/2019

COM10	**Migrate from AFTN to AMHS** ***Timescales:*** Initial operational capability: 01/12/2011 Full operational capability: 31/12/2018		**100%**	**Completed**
Key Feature: Enabling the Aviation Infrastructure				
-				
From AFTN to AMHS the final migration is done.				**05/10/2018**
ASP (By:12/2018)				
SAKAERONA VIGATSIA	From AFTN to AMHS the final migration is done.	-	100%	Completed 05/10/2018

COM11.1	**Voice over Internet Protocol (VoIP) in En-Route** ***Timescales:*** Initial operational capability: 01/01/2013 Full operational capability: 31/12/2021		**53%**	**Ongoing**
Key Feature: Enabling the Aviation Infrastructure				
-				
NSA has been informed on the planned changes of voice Communication Systems. Notification on full operational capability will be addresses accordingly.				**31/12/2020**
ASP (By:12/2021)				
SAKAERONA VIGATSIA	Upgrade of voice communications systems is planned in line with putting into operation of new ATC system. Safety assessment for the planned changes is ongoing.	-	53%	Ongoing 31/12/2020

COM11.2	**Voice over Internet Protocol (VoIP) in Airport/Terminal** ***Timescales:*** Initial operational capability: 01/01/2013 Full operational capability: 31/12/2023		**0%**	**Not yet planned**
Key Feature: Enabling the Aviation Infrastructure				
-				
Implementation of Voice over Internet Protocol (VoIP) in Airport/Terminal not yet planned				**-**
ASP (By:12/2023)				
SAKAERONA VIGATSIA	-	-	0%	Not yet planned -

COM12	**New Pan-European Network Service (NewPENS)** **(Outside Applicability Area)** ***Timescales:*** - not applicable -		**58%**	**Ongoing**
Links: B1-SWIM | Key Feature: Enabling the Aviation Infrastructure				
-				
Migration to NewPENS will be completed not later than 31/03/2020				**31/03/2020**
ASP (By:12/2024)				
SAKAERONA VIGATSIA	Migration to NewPENS will be completed not later than 31/03/2020	-	58%	Ongoing 31/03/2020
APO (By:12/2024)				
TBILISI Airport	Currently not applicable in GE.	-	%	Not Applicable -

ENV01	**Continuous Descent Operations (CDO)** ***Timescales:*** - not applicable -		**%**	**Not Applicable**
Links: B0-CDO, B1-CDO | Key Feature: Advanced Air Traffic Services				
UGTB - Tbilisi Airport **(Outside Applicability Area)**				
Georgia is not in the area of applicability of this multi-national objective.				**-**
ASP (By:12/2023)				
SAKAERONA VIGATSIA	Georgia is not in the area of applicability of this multi-national objective.	-	%	Not Applicable -
APO (By:12/2023)				
TBILISI Airport	Georgia is not in the area of applicability of this multi-national objective.	-	%	Not Applicable -

FCM03	**Collaborative Flight Planning** ***Timescales:*** Initial operational capability: 01/01/2000 Full operational capability: 31/12/2017		**100%**	**Completed**
Links: B0-NOPS | Key Feature: Optimised ATM Network Services				
-				
Automatic generation and distribution of appropriate messages are in place in the scope of upgraded ATM.				**15/01/2019**
ASP (By:12/2017)				
SAKAERONA VIGATSIA	Automatic generation and distribution of appropriate messages are in place in the scope of upgraded ATM.	-	100%	Completed 15/01/2019

FCM04.2	**Short Term ATFCM Measures (STAM) - Phase 2** **(Outside Applicability Area)** ***Timescales:*** - not applicable -		**%**	**Not Applicable**
Key Feature: Optimised ATM Network Services				
-				
Not applicable				-
ASP (By:12/2021)				
SAKAERONA VIGATSIA	-	-	%	Not Applicable -

FCM05	**Interactive Rolling NOP** ***Timescales:*** Initial operational capability: 01/09/2013 Full operational capability: 31/12/2021		**30%**	**Ongoing**
Links: B1-ACDM, B1-NOPS | Key Feature: Optimised ATM Network Services				
-				
ANSP is in the process of integration into NOP. Any ATFCM measures and/or EU restrictions, requested by Tbilisi FMP, are provided to NM in the scope of preliminary coordination and appropriate procedures and are executed by e-mail and/or phone for their further allocation in to the NOP.				**31/12/2021**
ASP (By:12/2021)				
SAKAERONA VIGATSIA	ANSP is in the process of integration into NOP.	-	30%	Ongoing 31/12/2021
APO (By:12/2021)				
TBILISI Airport	Tbilisi Airport has no operational need to implement this objective,	-	%	Not Applicable -

FCM06	**Traffic Complexity Assessment** ***Timescales:*** Full operational capability: 31/12/2021		**100%**	**Completed**
Links: B1-NOPS | Key Feature: Optimised ATM Network Services				
-				
Under the ongoing process related to NM integration, this objective is implemented.				**10/06/2017**
ASP (By:12/2021)				
SAKAERONA VIGATSIA	Under ongoing process related to NM integration, this objective is implemented.	-	100%	Completed 10/06/2017

FCM08	**Extended Flight Plan** ***Timescales:*** Initial operational capability: 01/01/2016 Full operational capability: 31/12/2021		**0%**	**Planned**
Links: B1-FICE | Key Feature: Enabling the Aviation Infrastructure				
-				
Implementation of this objective is planned				**31/12/2021**
ASP (By:12/2021)				
SAKAERONA VIGATSIA	Implementation of this objective is planned	-	0%	Planned 31/12/2021

INF07	**Electronic Terrain and Obstacle Data (eTOD)** ***Timescales:*** Initial operational capability: 01/11/2014 Full operational capability: 31/05/2018		**100%**	**Completed**
Key Feature: Enabling the Aviation Infrastructure				
-				
Under ongoing eTOD project, TOD related legislative and technical changes are established. Implementation program and appropriate actions are developed				**30/04/2019**
REG (By:05/2018)				
GCAA	Under ongoing eTOD national project, TOD related legislative and technical changes are ongoing. Areas affected by TOD are established, responsible originators identified. TOD implementation programme is developed	Transition from AIS to AIM	100%	Completed 30/04/2019
ASP (By:05/2018)				
SAKAERONA VIGATSIA	ANSP is part of national TOD WG and is gradually applying legislative changes.	Transition from AIS to AIM	100%	Completed 04/02/2019
APO (By:05/2018)				
TBILISI Airport	Tbilisi airport operator is part of national TOD WG and is gradually applying legislative changes.	Transition from AIS to AIM	100%	Completed 31/03/2019

INF08.1	**Information Exchanges using the SWIM Yellow TI Profile** ***Timescales:*** - not applicable -		**%**	**Not yet planned**
Links: B1-DATM, B1-SWIM | Key Feature: Enabling the Aviation Infrastructure				
-				
The current objective will be studied by the appropriate organizations for the further strategy of the implementation.				-
ASP (By:12/2024)				
SAKAERONA VIGATSIA	-	-	%	Not yet planned -
MIL (By:12/2024)				
Mil. Authority	-	-	%	Not yet planned -
APO (By:12/2024)				
TBILISI Airport	-	-	%	Not yet planned -

ITY-ACID	**Aircraft Identification** ***Timescales:*** Entry into force of the Regulation: 13/12/2011 System capability: 02/01/2020		**100%**	**Completed**
Key Feature: Enabling the Aviation Infrastructure				
-				
Surveillance infrastructure has been updated to ensure unambiguous and continuous identification of individual aircraft. **The full Surveillance service chain including sensors and updated ATM system provides surveillance data in an enhanced mode (DAPs)**				**31/08/2019**
ASP (By:01/2020)				
SAKAERONA VIGATSIA	Surveillance infrastructure has been updated to ensure unambiguous and continuous identification of individual aircraft. The full Surveillance service chain including sensors and updated ATM system provides surveillance data in an enhanced mode (DAPs)	Mode S and Aircraft identification	100%	Completed 31/08/2019

ITY-ADQ	**Ensure Quality of Aeronautical Data and Aeronautical Information** **(Outside Applicability Area)** ***Timescales:*** - not applicable -		**81%**	**Ongoing**
Links: B0-DATM | Key Feature: Enabling the Aviation Infrastructure				
-				
Georgia is not in the applicability area of this objective. This regulation is not in the Common Aviation Area Agreement (CAAA) between Georgia and EU. Nevertheless, the State is ensuring in Quality of Aeronautical data and Aeronautical information in accordance with the requirements of ICAO Annex 15 and National legislation.				**31/12/2020**
REG (By:06/2017)				
GCAA	Georgia is not in the applicability area of this objective.	-	100%	Completed 01/01/2019
ASP (By:06/2017)				
SAKAERONA VIGATSIA	Georgia is not in the applicability area of this objective.	-	70%	Late 31/12/2020
APO (By:06/2017)				
TBILISI Airport	Georgia is not in the applicability area of this objective.	-	85%	Late 30/05/2020

ITY-AGDL	**Initial ATC Air-Ground Data Link Services** **(Outside Applicability Area)** ***Timescales:*** - not applicable -		**%**	**Not Applicable**
Links: B0-TBO | Key Feature: Enabling the Aviation Infrastructure				
-				
There is no operational need to implement this objective.				**-**
REG (By:02/2018)				
GCAA	There is no operational need to implement this objective.	-	%	Not Applicable -
ASP (By:02/2018)				
SAKAERONA VIGATSIA	There is no operational need to implement this objective.	-	%	Not Applicable -
MIL (By:01/2019)				
Mil. Authority	MIL does not provide ATC service in Georgia. Very low levels of MIL traffic.	-	%	Not Applicable -

ITY-AGVCS2	**8,33 kHz Air-Ground Voice Channel Spacing below FL195** **(Outside Applicability Area)** ***Timescales:*** - not applicable -		**%**	**Not Applicable**
Key Feature: Enabling the Aviation Infrastructure				
-				
The current air ground radio stations have capability to operate on an 8,33 kHz channel spacing, in case of operational need, objective will be fully implemented.				**-**
REG (By:12/2018)				
GCAA	There is no operational need to apply 8,33 kHz in Georgian airspace.	-	%	Not Applicable -
ASP (By:12/2018)				
SAKAERONA VIGATSIA	There is no operational need to apply 8,33 kHz in Georgian airspace.	-	%	Not Applicable -
MIL (By:12/2020)				
Mil. Authority	Not providing ATC services.	-	%	Not Applicable -
APO (By:12/2018)				
TBILISI Airport	There is no operational need to apply 8,33 kHz in Georgian airspace.	-	%	Not Applicable -

ITY-FMTP	**Common Flight Message Transfer Protocol (FMTP)** ***Timescales:*** Entry into force of regulation: 28/06/2007 All EATMN systems put into service after 01/01/09: 01/01/2009 All EATMN systems in operation by 20/04/11: 20/04/2011 Transitional arrangements: 31/12/2012 Transitional arrangements when bilaterally agreed between ANSPs: 31/12/2014		**100%**	**Completed**
Links: B0-FICE, B1-FICE | Key Feature: Enabling the Aviation Infrastructure				
-				
Communications systems have been upgraded and in operational use.				**30/06/2015**
ASP (By:12/2014)				
SAKAERONA VIGATSIA	Communications systems have been upgraded and in operational use.	OLDI expansion	100%	Completed 30/06/2015
MIL (By:12/2014)				
Mil. Authority	MIL does not provide ATC service in Georgia.	-	%	Not Applicable -

ITY-SPI	**Surveillance Performance and Interoperability** **(Outside Applicability Area)** ***Timescales:*** - not applicable -		**%**	**Not Applicable**
Links: B0-ASUR | Key Feature: Enabling the Aviation Infrastructure				
-				
Georgia is not in applicability area of this objective.				**-**
REG (By:02/2015)				
GCAA	Georgia is not in applicability area of this objective.	-	%	Not Applicable -
ASP (By:02/2015)				
SAKAERONA VIGATSIA	Georgia is not in applicability area of this objective.	-	%	Not Applicable -
MIL (By:06/2020)				
Mil. Authority	-	-	%	Not Applicable -

NAV03.1	**RNAV 1 in TMA Operations** ***Timescales:*** Initial operational capability: 01/01/2001 Locally determined number of RNAV1 SID/STAR, where established: 06/06/2030	**40%**	**Ongoing**
Links: B0-CCO, B0-CDO, B1-RSEQ | Key Feature: Advanced Air Traffic Services			
-			
Terrestrial navigation infrastructure to support RNAV operations has been conducted. The current DME/DME infrastructure is being expanded. Local RNAV Safety Case is planned to be developed under the ongoing national PBN implementation project to address appropriate SLoA of this objective.			**06/06/2030**
REG (By:06/2030)			
GCAA	The outcome of the verification has been notified in 2016	PBN Implementation / Transition from AIS to AIM 100% Completed 29/01/2016	
ASP (By:06/2030)			
SAKAERONA VIGATSIA	Terrestrial navigation infrastructure to support RNAV operations has been conducted. Current DME/DME infrastructure is being expanded. Procedure designers responsible for the design of RNAV terminal procedures have been trained. All other SLoA will be addressed accordingly under ongoing national PBN implementation project.	PBN Implementation / Transition from AIS to AIM 31% Ongoing 06/06/2030	

NAV03.2	**RNP 1 in TMA Operations** ***Timescales:*** Start: 07/08/2018 Locally determined number of RNP1 SID/STAR, where established.: 06/06/2030	**0%**	**Not yet planned**
Links: B1-RSEQ | Key Feature: Advanced Air Traffic Services			
-			
The operational needs will be identified by the state and if necessary will be part of the PBN plan			-
REG (By:06/2030)			
GCAA	-	- % Not yet planned -	
ASP (By:06/2030)			
SAKAERONA VIGATSIA	The operational needs hadn't been identified for implementation RNP 1 in TMAs in Tbilisi FIR	- 0% Not yet planned -	

NAV10	**RNP Approach Procedures to instrument RWY** ***Timescales:*** Initial operational capability: 01/06/2011 Instrument RWY ends served by precision approach (including PCP airports): 25/01/2024 Instrument RWY ends without precision approach at other ECAC+ instrument RWYs.: 25/01/2024		**20%**	**Ongoing**
Links: B0-APTA | Key Feature: Advanced Air Traffic Services				
-				
Under ongoing national PBN implementation project will be developed accordingly				**31/12/2023**
REG (By:01/2024)				
GCAA	Under ongoing national PBN implementation project EASA material and other SLoA under this objective will be addressed.	PBN Implementation / Transition from AIS to AIM	10%	Ongoing 01/01/2022
ASP (By:01/2024)				
SAKAERONAVIGATSIA	Flight procedures will be developed accordingly	PBN Implementation / Transition from AIS to AIM	24%	Ongoing 31/12/2023

NAV12	**ATS IFR Routes for Rotorcraft Operations** ***Timescales:*** IFR ATS route above/below FL150, SID and STAR for Rotorcraft Operations, where established: 06/06/2030		**0%**	**Not yet planned**
Links: B1-APTA | Key Feature: Advanced Air Traffic Services				
-				
The current objective will be studied by the appropriate organizations for the further strategy of the implementation.				-
REG (By:06/2030)				
GCAA	The current objective will be studied by the appropriate organizations for the further strategy of the implementation.	-	0%	Not yet planned -
ASP (By:06/2030)				
SAKAERONAVIGATSIA	The current objective will be studied by the appropriate organizations for the further strategy of the implementation.	-	0%	Not yet planned -

SAF11	**Improve Runway Safety by Preventing Runway Excursions** ***Timescales:*** Initial operational capability: 01/09/2013 Full operational capability: 31/01/2018		**100%**	**Completed**
Key Feature: High Performing Airport Operations				
-				
GCAA has approved national regulation on the establishment on RWY Safety Teams on each international aerodrome. Regulation enforces recommendations contained in European Action Plan for the Prevention of Runway Incursions. All stakeholders operating at international aerodromes are planning to conduct forums and regular meetings to implement the national requirements. Implementation of regulation is part of GCAA's supervision.				**31/12/2015**
REG (By:01/2018)				
GCAA	GCAA has approved national regulation on the establishment on RWY Safety Teams on each international aerodrome. Regulation enforces recommendations contained in European Action Plan for the Prevention of Runway Excursions. Implementation of regulation is part of GCAA's supervision.	-	100%	Completed 31/12/2015
ASP (By:12/2014)				
SAKAERONA VIGATSIA	In the frames of national improvement process Runway Safety Teams will be collaborated with aerodrome RWY Safety Teams at international aerodrome. In addition following national regulation on the establishment of RWY safety teams recommendations contained in the European Action Plan for the Prevention of Runway Excursions will be addressed through continuous improvement process.	-	100%	Completed 31/12/2015
APO (By:12/2014)				
TBILISI Airport	Relevant parts of Action plan has been taken into account based on the local conditions and environment. Appropriate parts of the European Action Plan for the Prevention of Runway Excursions will be addressed following the national regulation on the establishments of RWY Safety Teams.	-	100%	Completed 30/12/2015

Additional Objectives for ICAO ASBU Monitoring

AOM21.1	**Direct Routing** **(Outside Applicability Area)** ***Timescales:*** - not applicable -		**%**	**Not Applicable**
Links: B0-FRTO, B1-FRTO | Key Feature: Advanced Air Traffic Services				
-				
Georgia plans to implement FRA, therefore direct routing is considered as not necessary.				**-**
ASP (By:12/2017)				
SAKAERONA VIGATSIA	Georgia plans to implement FRA, therefore direct routing is considered as not necessary.	-	%	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**
Links: B0-SNET | Key Feature: Advanced Air Traffic Services				
-				
STCA function exists and is optimised to the local environment. ATCOs are familiar with the functionality and applicability of STCA. This is ensured by dedicated documented procedure. Generated alerts are periodically collected and reviewed. Implementation of level 2 EUROCONTROL specification is managed under ongoing project. Dedicated tool (ASMT) for the data collection and its analysis was installed and is now in operation.				**31/12/2016**
ASP (By:01/2013)				
SAKAERONA VIGATSIA	STCA function exists and is optimised to the local environment. ATCOs are familiar with the functionality and applicability of STCA. This is ensured by dedicated documented procedure. Generated alerts are periodically collected and reviewed. Implementation of level 2 EUROCONTROL specification is managed under ongoing project. Dedicated tool (ASMT) for the data collection and its analysis is installed and operated.	-	100%	Completed 31/12/2016

ATC16	**Implement ACAS II compliant with TCAS II change 7.1** ***Timescales:*** Initial operational capability: 01/03/2012 Full operational capability: 31/12/2015		**100%**	**Completed**
Links: B0-ACAS | Key Feature: Advanced Air Traffic Services				
-				
Operational approval to aircraft operators having submitted an application has been delivered. Airworthiness certification for ACAS II (TCAS 7.1) aircraft in the State of Registry under its responsibility has been provided. Evidence on the status of compliance with regulatory provisions for ACAS II (TCAS 7.1) for aircraft and aircraft operators in the State of Registry under the CAA/NSA oversight has been provided. The training plan and package has been developed by the ANSP.				**31/12/2015**
REG (By:12/2015)				
GCAA	Operational approval to aircraft operators having submitted an application has been delivered. Airworthiness certification for ACAS II (TCAS 7.1) aircraft in the State of Registry under its responsibility has been provided. Evidence on the status of compliance with regulatory provisions for ACAS II (TCAS 7.1) for aircraft and aircraft operators in the State of Registry under the CAA/NSA oversight has been provided. The training plan and package has been developed by the ANSP.	-	100%	Completed 31/12/2015
ASP (By:03/2012)				
SAKAERONA VIGATSIA	A monitoring system of the performance of ACAS in the ATC environment, by means of regular incident occurrence reporting, investigation and analysis, has been put in place.	-	100%	Completed 31/12/2015
MIL (By:12/2015)				
Mil. Authority	MIL has no ATS role.	-	%	Not Applicable -

FCM01	**Implement enhanced tactical flow management services** ***Timescales:*** Initial operational capability: 01/08/2001 Full operational capability: 31/12/2006		**83%**	**Late**
Links: B0-NOPS | Key Feature: Optimised ATM Network Services				
-				
ATC system isn't capable so far to send automatically appropriate Data to the ETFMS. According to the coordination with relevant bodies, the ANSP is waiting for the appropriate equipment in February of 2020 and the process of Data exchange will begin by May 2020				**31/05/2020**
ASP (By:07/2014)				
SAKAERONA VIGATSIA	ATC system isn't capable so far to send automatically appropriate Data to the ETFMS. According to the coordination with relevant bodies, the ANSP is waiting for the appropriate equipment in February of 2020 and the process of Data exchange will begin by May 2020	-	83%	Late 31/05/2020

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**
Links: B0-FICE | Key Feature: Advanced Air Traffic Services				
-				
Flight data processing and exchange systems have been upgraded and put into service.				**13/01/2016**
ASP (By:12/2012)				
SAKAERONA VIGATSIA	Flight data processing and exchange systems have been upgraded and put into service.	-	100%	Completed 13/01/2016
MIL (By:12/2012)				
Mil. Authority	-	-	%	Not Applicable -

Local Objectives

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

AOP14	Remote Tower Services *Applicability and timescale: Local*	%	Not Applicable
Links: B1-RATS | Key Feature: High Performing Airport Operations			
UGGG - TBILISI FIR			
Not applicable in GE. No activities in this regard.			-

AOP15	Enhanced traffic situational awareness and airport safety nets for the vehicle drivers *Applicability and timescale: Local*	%	Not Applicable
Links: B2-SURF | Key Feature: High Performing Airport Operations			
UGGG - TBILISI FIR			
N/A			-

AOP16	Guidance assistance through airfield ground lighting *Applicability and timescale: Local*	%	Not Applicable
Links: B1-RSEQ, B2-SURF | Key Feature: High Performing Airport Operations			
UGGG - TBILISI FIR			
N/A			-

AOP17	Provision/integration of departure planning information to NMOC *Applicability and timescale: Local*	%	Planned
Links: B1-ACDM, B1-NOPS | Key Feature: High Performing Airport Operations			
UGGG - TBILISI FIR			
From the point of view of improving the flow management process and enhance the network benefits, the network integration of departure estimates from Georgian International Airports, via the exchange of Departure Planning Information (DPI), specifically ATC-DPI and CNL-DPI will be implemented accordingly.			31/12/2021

AOP18	Runway Status Lights (RWSL) *Applicability and timescale: Local*	%	Not Applicable
Links: B2-SURF | Key Feature: High Performing Airport Operations			
UGGG - TBILISI FIR			
N/A			-

ATC18	Multi-Sector Planning En-route - 1P2T *Applicability and timescale: Local*	%	Not Applicable
Key Feature: Advanced Air Traffic Services			
-			
No operational need in GE.			-

ATC19	Enhanced AMAN-DMAN integration *Applicability and timescale: Local*	%	Not Applicable
Links: B2-RSEQ | Key Feature: Advanced Air Traffic Services			
-			
N/A			-

ATC20	Enhanced STCA with down-linked parameters via Mode S EHS *Applicability and timescale: Local*	%	Not Applicable
Links: B1-SNET | Key Feature: Advanced Air Traffic Services			
-			
N/A for the current environment.			-

ENV02	Airport Collaborative Environmental Management *Applicability and timescale: Local*	%	Not Applicable
Key Feature: High Performing Airport Operations			
UGTB - Tbilisi Airport			
Georgia is not in the area of applicability of this multi-national objective.			-

ENV03	Continuous Climb Operations (CCO) *Applicability and timescale: Local*	%	Not Applicable
Links: B0-CCO | Key Feature: Advanced Air Traffic Services			
UGKO - KUTAISI/KOPITNARI			
This objective is assessed as Not applicable for Georgia. There is no operational need.			-

ENV03	Continuous Climb Operations (CCO) *Applicability and timescale: Local*	%	Not Applicable
Links: B0-CCO | Key Feature: Advanced Air Traffic Services			
UGSB - BATUMI			
This objective is assessed as Not applicable for Georgia. There is no operational need.			-

ENV03	Continuous Climb Operations (CCO) *Applicability and timescale: Local*	%	Not Applicable
Links: B0-CCO | Key Feature: Advanced Air Traffic Services			
UGTB - Tbilisi Airport			
This objective is assessed as Not applicable for Georgia. There is no operational need.			-

6. Annexes

A. Specialists involved in the ATM implementation reporting for Georgia

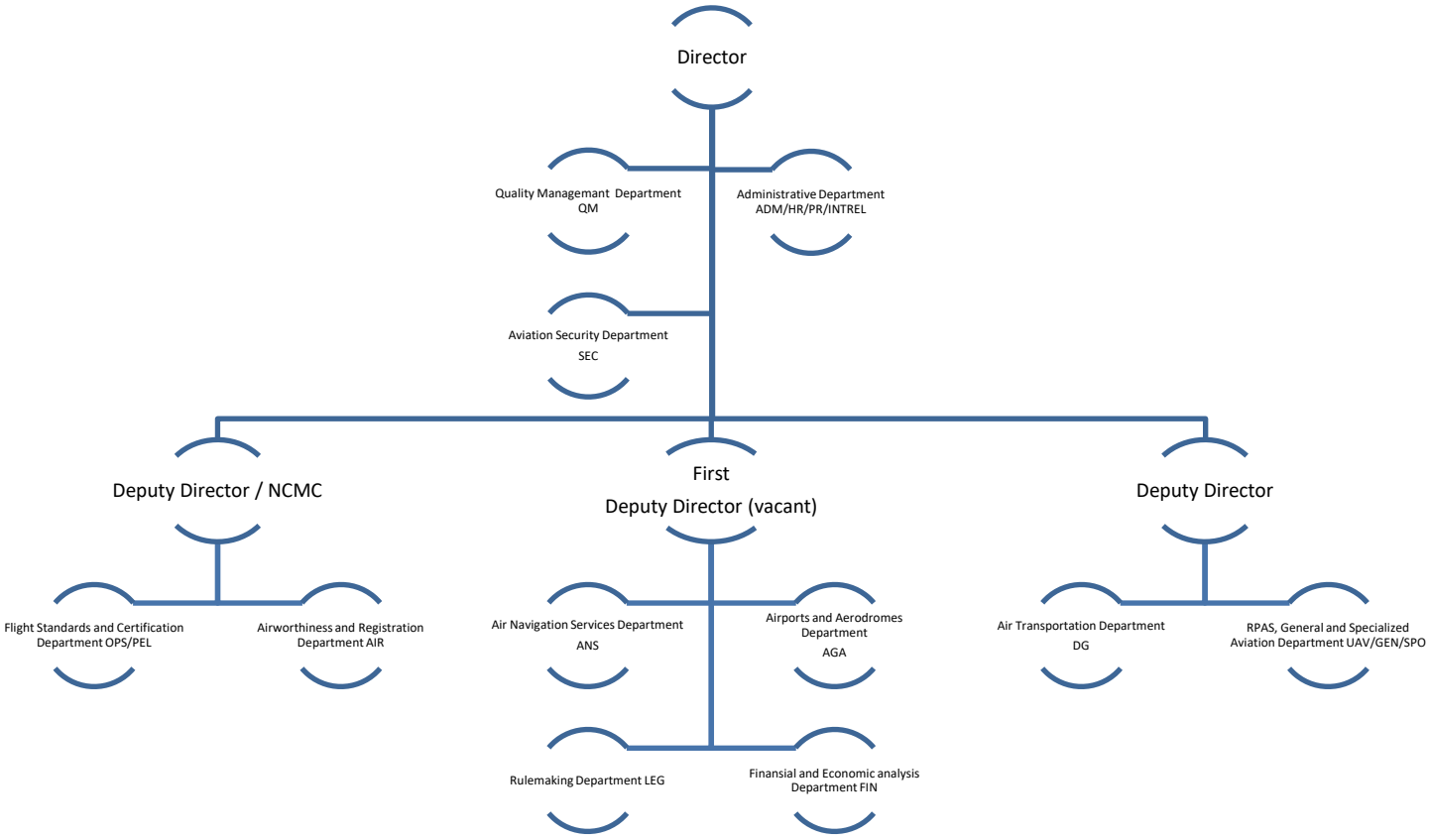
LSSIP Co-ordination

LSSIP Focal Points	Organisation	Name
LSSIP National Focal Point	GCAA	Zaal KHOCHOLOVA
LSSIP Focal Point for NSA/CAA	GCAA	Zaal KHOCHOLOVA
LSSIP Focal Point for ANSP	Sakaeronavigatsia	Sofia TURABELIDZE, Darius VALA, Samvel KARAGULYAN
LSSIP Focal Point for Airport	TAV URBAN Georgia LLC	Mzia LONDARIDZE
LSSIP Focal Point for Military	Ministry of Defence	Kakhaber KHARSHILADZE

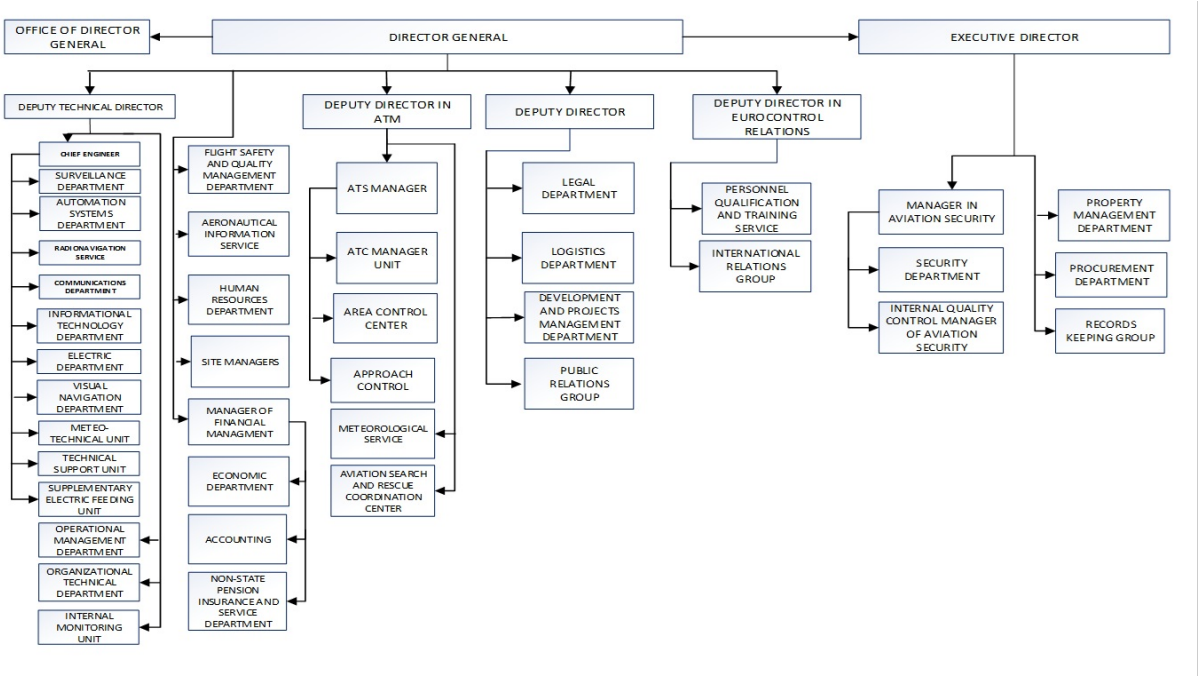
Other Focal Points	Organisation	Name
Focal Point for U-space	GCAA	Akaki MAISAIA
Focal Point for NETSYS		Darius VALA - FP Evgeni TAVADZE

B. National stakeholders organisation charts

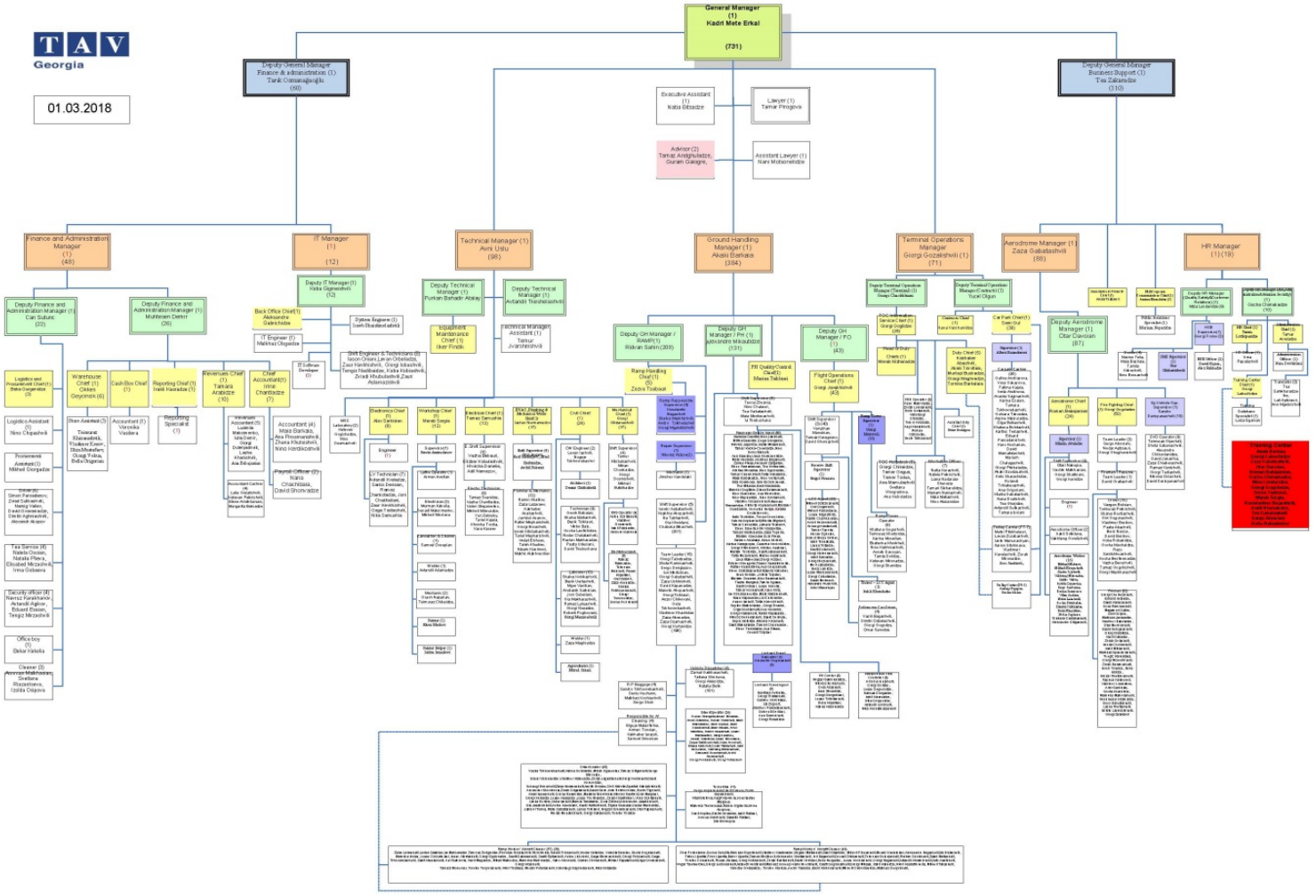
Organisational structure of the Georgian Civil Aviation Agency (GCAA)



Organisational structure of the Georgian ANSP: SAKAERONAVIGATSIA



Organisational structure of the TAV URBAN Georgia LLC



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

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

Level 3 Implementation Objectives	SESAR Key Feature	Major ATM change	SESAR Solution	DP family	ICAO ASBU B0, B1, B2	EPAS	AAS TP
AOM13.1 - Harmonise OAT and GAT handling		FRA & A-FUA	-	-	-	-	-
AOM19.1 - ASM tools to support A-FUA		FRA & A-FUA	#31	3.1.1	B1-FRTO B1-NOPS	-	AM-1.8
AOM19.2 - ASM management of real-time airspace data		FRA & A-FUA	#31	3.1.2	B1-FRTO B1-NOPS	-	AM-1.8
AOM19.3 - Full rolling ASM/ATFCM process and ASM information sharing		FRA & A-FUA	#31	3.1.3	B1-FRTO B1-NOPS B2-NOPS	-	AM-1.8
AOM19.4 – Management of Pre-defined Airspace Configurations		FRA & A-FUA	#31	3.1.4	B1-FRTO B1-NOPS	-	-
FCM03 - Collaborative flight planning		ATFCM	-	4.2.3	B0-NOPS	-	AM-1.14
*FCM04.1 – STAM phase 1		ATFCM	-	4.1.1	-	-	-
FCM04.2 - STAM phase 2		ATFCM	#17	4.1.2	-	-	AM-1.11
FCM05 - Interactive rolling NOP		NOP	#20, #21	4.2.2 4.2.4	B1-ACDM B1-NOPS	-	AM-1.12
FCM06 - Traffic Complexity Assessment		ATFCM	#19	4.4.2	B1-NOPS	-	AM-1.13
FCM07 - Calculated Take-off Time (CTOT) to Target Times for ATFCM Purposes		ATFCM	#18	4.3.1 4.3.2	B1-NOPS	-	AM-1.9
FCM09 - Enhanced ATFM Slot swapping		ATFCM	#56	-	B1-NOPS	-	-
*AOM21.1 - Direct Routing		Free Route	#32	3.2.1 3.2.3	B0-FRTO B1-FRTO	-	-
AOM21.2 - Free Route Airspace		Free route	#33, #66	3.2.1 3.2.4	B1-FRTO	-	AM-1.6 AM-1.10 AM-5.1
ATC02.8 - Ground based safety nets		ATM Systems	-	3.2.1	B0-SNET B1-SNET	-	-
ATC02.9 – Enhanced STCA for TMAs		ATM Systems	#60	-	B0-SNET B1-SNET	MST.030	-

Level 3 Implementation Objectives	SESAR Key Feature	Major ATM change	SESAR Solution	DP family	ICAO ASBU B0, B1, B2	EPAS	AAS TP
ATC07.1 - Arrival management tools		Enhanced Arrival Seq	-	1.1.1	B0-RSEQ	-	-
ATC12.1 - MONA, TCT and MTCD		ATM Systems	#27, #104	3.2.1	B1-FRTO	-	AM-1.15 AM-5.1
ATC15.1 – Initial extension of AMAN to En-route		Enhanced Arrival Seq	-	1.1.2	B1-RSEQ	-	-
ATC15.2 - Extension of AMAN to En-route		Enhanced Arrival Seq	#05	1.1.2	B1-RSEQ	-	AM-1.3
ATC17 - Electronic Dialog supporting COTR		Free Route	-	3.2.1	-	-	AM-1.3
ATC18 – Multi Sector Planning En-route – 1P2T		Free Route	#63	-	-	-	AM-4.3 AM-5.1
ATC19 - Enhanced AMAN-DMAN integration		Enhanced Arrival Seq	#54	-	B2-RSEQ	-	-
ATC20- Enhanced STCA with down-linked parameters via Mode S EHS		ATM Systems	#69	-	B1-SNET	-	-
ENV01 – Continuous Descent Operations		PBN	-	-	B0-CDO B1-CDO	-	-
ENV03 – Continuous Climb Operations		PBN	-	-	B0-CCO	-	-
NAV03.1 – RNAV1 in TMA Operations		PBN	#62	-	B0-CDO B0-CCO B1-RSEQ	RMT.0639 RMT.0445	-
NAV03.2 – RNP1 in TMA Operations		PBN	#09, #51	1.2.3 1.2.4	B1-RSEQ	RMT.0639 RMT.0445	-
NAV10 - RNP Approach Procedures to instrument RWY		PBN	#103	1.2.1 1.2.2	B0-APTA	RMT.0639 RMT.0445R MT.0643	-
NAV12 – ATS IFR Routes for Rotorcraft Operations		PBN	#113	-	B1-APTA	MST.031	-
AOP04.1 - A-SMGCS Surveillance (former Level 1)		Surface mgt	#70	2.2.1	B0-SURF	-	-
AOP04.2 - A-SMGCS RMCA (former Level 2)		Surface mgt	-	2.2.1	B0-SURF	-	-
AOP05 - Airport CDM		Collaborative Apt	#106	2.1.1 2.1.3	B0-ACDM B0-RSEQ	-	-
AOP10 - Time Based Separation		Enhanced ops in vicinity of rwy	#64	2.3.1	B1-RSEQ B2-WAKE	-	-

Level 3 Implementation Objectives	SESAR Key Feature	Major ATM change	SESAR Solution	DP family	ICAO ASBU B0, B1, B2	EPAS	AAS TP
AOP11 - Initial Airport Operations Plan		Collaborative Apt	#21	2.1.4	B1-ACDM	-	-
AOP12 - Improve RWY and Airfield safety with CATC detection and CMAC		Surface mgt	#02	2.1.2 2.5.1	B2-SURF	-	-
AOP13 – Automated assistance to Controller for Surface Movement planning and routing		Surface mgt	#22 #53	2.4.1	B1-ACDM B1-RSEQ B2-SURF	-	-
AOP14 – Remote Tower Services		Remote Tower	#12, #71, #52, #13	-	B1-RATS	RMT.0624	-
AOP15 - Enhanced traffic situational awareness and airport SNET for the vehicle drivers		Surface mgt	#04	-	B2-SURF	-	-
AOP16 - Guidance assistance through airfield ground lighting		Surface mgt	#47	-	B1-RSEQ B2-DURF	-	-
AOP17 - Provision/integration of departure planning information to NMOC		Collaborative Apt	#61	-	B1-ACDM B1-NOPS	-	-
AOP18 - Runway Status Lights (RWSL)		Surface mgt	#01	-	B2-SURF	-	-
ENV02 – Airport Collaborative Environmental Management		Collaborative Apt	-	-	-	-	-
NAV11 - Implement precision approach using GBAS CAT II/III based on GPS L1		Enhanced ops in vicinity of rwy	#55	-	B1-APTA	-	-
SAF11 - Improve runway safety by preventing runway excursions		Surface mgt	-	-	-	MST.007 RMT.0570 RMT.0703	-
COM10 - Migration from AFTN to AMHS		CNS rat.	-	-	-	-	-
COM11.1 - Voice over Internet Protocol (VoIP) in En-Route		CNS rat.	-	3.1.4	-	-	AM-1.3
COM11.2 - Voice over Internet Protocol (VoIP) in Airport/Terminal		CNS rat.	-	-	-	-	-
COM12 - NewPENS		Pre-SWIM & SWIM	-	5.1.2 5.2.1	B1-SWIM	-	-
FCM08 – Extended Flight Plan		Pre-SWIM & SWIM	#37	4.2.3	B1-FICE	-	AM-1.4
INF07 - Electronic Terrain and Obstacle Data (e-TOD)		Pre-SWIM & SWIM	-	1.2.2	-	RMT.0703	-

Level 3 Implementation Objectives	SESAR Key Feature	Major ATM change	SESAR Solution	DP family	ICAO ASBU B0, B1, B2	EPAS	AAS TP
						RMT.0704 RMT.0722	
INF08.1 - Information Exchanges using the SWIM Yellow TI Profile		Pre-SWIM & SWIM	#35, #46	5.1.3, 5.1.4, 5.2.1, 5.2.2, 5.2.3, 5.3.1, 5.4.1, 5.5.1, 5.6.1	B1-DATM B1-SWIM	-	AM-1.5

Level 3 Implementation Objectives	SESAR Key Feature	Major ATM change	SESAR Solution	DP family	ICAO ASBU B0, B1, B2	EPAS	AAS TP
INF08.2 - Information Exchanges using the SWIM Blue TI Profile		Pre-SWIM & SWIM	#28, #46	5.1.3, 5.1.4, 5.2.1, 5.2.2, 5.2.3, 5.6.2	B1-DATM B1-SWIM	-	AM-9.1
INF09 - Digital Integrated Briefing		Pre-SWIM & SWIM	#34	-	B1-DATM B1-SWIM	-	-
ITY-ACID - Aircraft identification		CNS rat.	-	-	-	-	-
ITY-ADQ - Ensure quality of aeronautical data and aeronautical information		Pre-SWIM & SWIM	-	1.2.2	B0-DATM	RMT.0722 RMT.0477	-

ITY-AGDL - Initial ATC air-ground data link services		Data link	-	6.1.1 6.1.3 6.1.4	B0-TBO	RMT.0524	AM-1.1
ITY-AGVCS2 – 8.33 kHz Air-Ground Voice Channel Spacing below FL195		CNS rat.	-	-	-	-	-
ITY-FMTP - Apply a common flight message transfer protocol (FMTP)		Pre-SWIM & SWIM	-	-	B0-FICE B1-FICE	-	AM-1.3
ITY-SPI - Surveillance performance and interoperability		CNS rat.	-	-	B0-ASUR	RMT.0679 RMT.0519	-

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

Legend:

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

D. Implementation of U-Space Services

This annex provides an overview of the current implementation progress and short to medium term planning information on the main elements underlying the provision of the 16 U-Space services enabling Very Low Level drones operations. Those elements are expected to be available in phases U1 (2019) to U3 (2025) as described in the European ATM Master Plan add-on: Roadmap for the safe integration of drones into all classes of airspace.

Phase	Service	Service Element	Progress	Implementation Date	Comment
U1	e-Registration	Registration enforcement implemented	Ongoing	30-06-2020	Web-based e-Registration system is being developed and planned to be implemented at the end of June 2020. The regulatory requirements for registration will be similar as in EU 2019/947 of May 24, 2019. The draft version of the registration website can be accessed at the following link: https://uas.gov.ge/
U1	e-Registration	Remote Identification system add-on registration service available (i.e. device physical serial number)	Ongoing	30-06-2020	The Remote ID device physical serial number will be indicated by an user when registering his/her drone on the website.
U1	e-Registration	UA online registration service available	Ongoing	30-06-2020	Will be implemented according to REGULATION (EU) 2019/947, Article 14 requirements. The registration service will be available online.
U1	e-Registration	UAS operator online registration service available	Ongoing	30-06-2020	Online UAS Operator registration service will be provided by dedicated website and registration requirements will be similar to those implemented by REGULATION (EU) 2019/947.
U1	e-Registration	UAS operator registration procedure implemented (e.g. national registration number)	Ongoing	30-06-2020	Will be implemented under new national regulation requirements similar to those established by REGULATION (EU) 2019/947.

Phase	Service	Service Element	Progress	Implementation Date	Comment
U1	e-Identification	Authority in charge of issuing and managing identification numbers (i.e. code allocation and coordination) established	Ongoing	30-06-2020	The ID numbers will be issued by online registration platform run by LEPL Civil Aviation Agency of Georgia.
U1	e-Identification	E-identification enforcement implemented	Ongoing	30-06-2020	Will be implemented under the new national regulation similar to the requirements established by REGULATION (EU) 2019/947.
U1	e-Identification	The identification service includes the localisation of the drones (i.e. position and time stamp)	Ongoing	30-06-2020	The regulatory requirements for a direct remote identification add-on will include measures similar to those established by REGULATION (EU) 2019/945 of 12 March 2019, namely the real time transmission of data that can be received directly by existing mobile devices within the broadcasting range.
U1	Pre-tactical geo-fencing	Geo-limitation database available	Ongoing	30-06-2020	Will be provided by a dedicated website. A draft version of the website can be viewed at the following link: https://airspace.gov.ge/
U1	Pre-tactical geo-fencing	Pre-defined restricted areas implementation	Ongoing	30-06-2020	Will be provided by a dedicated website. A draft version of the website can be viewed at the following link: https://airspace.gov.ge/
U1	Pre-tactical geo-fencing	User access to AIP and NOTAM provided (i.e. to feed drones embedded geofencing features)	Ongoing	30-06-2020	Will be provided by a dedicated website. A draft version of the website can be viewed at the following link: https://airspace.gov.ge/

Phase	Service	Service Element	Progress	Implementation Date	Comment
U2	Tactical geo-fencing	Geo-awareness information available (e.g. geofence and flight restriction information provided up to the moment of take-off)	Ongoing	30-06-2020	Will be provided by a dedicated website. A draft version of the website can be viewed at the following link: https://airspace.gov.ge/
U2	Tactical geo-fencing	Real-time pre-defined restricted areas information data feed available	Ongoing	30-06-2020	Will be provided by a dedicated website. A draft version of the website can be viewed at the following link: https://airspace.gov.ge/
U2	Tactical geo-fencing	Restricted area infringement notification implemented (based on ownship data)	Not yet Planned		
U2	Flight planning management	Airspace authorisation and flight planning approval processes available	Not yet Planned		
U2	Flight planning management	Automated flight plan validation capability available	Not yet Planned		
U2	Flight planning management	Digital notification (i.e. digital NOTAM) capability available	Ongoing	30-06-2020	Will be provided by a dedicated website.
U2	Flight planning management	Flight plan preparation/optimisation capabilities available	Not yet Planned		
U2	Flight planning management	Flight planning support publications available (e.g. obstacles maps; population density maps; risk reduction)	Not yet Planned		

Phase	Service	Service Element	Progress	Implementation Date	Comment
U2	Weather information	Collection of weather information from different stakeholders implemented (including return of weather info drone to UTM)	Not yet Planned		
U2	Weather information	Hyperlocal weather information available	Not yet Planned		
U2	Weather information	Low-altitude wind forecasting information available	Not yet Planned		
U2	Weather information	Predictive weather hazard alerts at planned drone mission sites available	Not yet Planned		
U2	Weather information	Real-time low-altitude wind actual information available	Not yet Planned		
U2	Tracking	Cooperative UAS positioning infrastructure available	Not yet Planned		
U2	Tracking	Non-cooperative UAS tracking capabilities available (e.g. at airports; high value assets)	Not yet Planned		
U2	Tracking	Real-time tracking capabilities available (e.g. location reports; data fusion from multiple sources)	Not yet Planned		

Phase	Service	Service Element	Progress	Implementation Date	Comment
U2	Tracking	Surveillance data exchange interface available (i.e. capability to exchange data among the tracking service and other services/systems)	Not yet Planned		
U2	Tracking	Tracking data recording capability implemented	Not yet Planned		
U2	Monitoring	Air situation monitoring capability available (depending on the level of tracking available. See U2 Tracking capabilities)	Not yet Planned		
U2	Monitoring	Alert/Report line available	Not yet Planned		
U2	Monitoring	Flight non-conformance detection capability available	Not yet Planned		
U2	Monitoring	Non-cooperative drones identification capability available to law enforcement, regulatory authority and service providers	Not yet Planned		
U2	Monitoring	Provision of traffic information to UAS operators implemented	Not yet Planned		

Phase	Service	Service Element	Progress	Implementation Date	Comment
U2	Monitoring	Restricted area infringement detection capability available (based on surveillance data)	Not yet Planned		
U2	Drone aeronautical information management	UTM-relevant dynamic aeronautical data available (i.e. provision of information to geofencing and mission planning services)	Not yet Planned		
U2	Drone aeronautical information management	UTM-relevant static aeronautical data available	Not yet Planned		
U2	Procedural interface with ATC	ATC/UAS coordination procedures defined according to airspace classification	Not yet Planned		
U2	Procedural interface with ATC	Emergency and contingency procedures implemented	Not yet Planned		
U2	Procedural interface with ATC	Flight notification procedures to nearby airports operators (i.e. AFIS; ATC; FIS) implemented	Not yet Planned		
U2	Procedural interface with ATC	Pre-tactical controlled airspace access coordination processes available	Not yet Planned		
U2	Procedural interface with ATC	Rules awareness service adapted to specific areas, time, type of operations	Not yet Planned		

Phase	Service	Service Element	Progress	Implementation Date	Comment
U2	Procedural interface with ATC	UAS access conditions prescription (for specific volumes of airspace) implemented	Not yet Planned		
U2	Emergency management	Emergency alert line available	Not yet Planned		
U2	Emergency management	Provision of assistance information to UAS operator in case of emergency implemented	Not yet Planned		
U2	Strategic de-confliction	Manned-unmanned aircraft deconfliction capability available	Not yet Planned		
U2	Strategic de-confliction	Pre-flight information provision involving de-confliction management function	Not yet Planned		
U2	Strategic de-confliction	Strategic de-confliction capabilities based on mission plans analysis (e.g. conflicts identification; solution proposal) available	Not yet Planned		
U3	Dynamic geo-fencing	Data-link connectivity to geofencing function implemented (e.g. through dedicated web service)	Not yet Planned		

Phase	Service	Service Element	Progress	Implementation Date	Comment
U3	Dynamic geo-fencing	Live dynamic restricted areas information data feed available for real-time flight path adjustments	Not yet Planned		
U3	Dynamic geo-fencing	Up-to-date guidance information including safety concerns (e.g. forest fires; major events; VIP travel) provided	Not yet Planned		
U3	Collaborative Interface with ATC	ATC alert notification implemented	Not yet Planned		
U3	Collaborative Interface with ATC	Global air situation monitoring capabilities available	Not yet Planned		
U3	Tactical de-confliction	de-confliction management information transmission from the USSP to the UAS	Not yet Planned		
U3	Tactical de-confliction	de-confliction management information transmission in real-time	Not yet Planned		
U3	Dynamic capacity management	Airspace capacity monitoring capability available	Not yet Planned		
U3	Dynamic capacity management	Management for capacity due to non-nominal occurrences, such as weather hazards or emergency situations	Not yet Planned		

Phase	Service	Service Element	Progress	Implementation Date	Comment
U3	Dynamic capacity management	UAS traffic complexity assessment capability available	Not yet Planned		
U3	Dynamic capacity management	demand and capacity management implemented	Not yet Planned		
U3	Dynamic capacity management	near-real-time flight authorization capability available	Not yet Planned		

E. SESAR Solutions implemented in a voluntary way[4]

This annex is considered as not applicable for Georgia.

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

F. Military Organisations Infrastructure

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

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

G. Glossary of abbreviations

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

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

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

Term	Description
AAIB	Aircraft Accident and Incident Investigation Bureau
ACAS	Airborne Collision Avoidance System
ACC	Area Control Centre
AF	ATM Functionality
AIS	Aeronautical Information Services
AMC	Acceptable means of Compliance
ANS	Air Navigation Services
ANSP	ANS Provider
AOP	Airports Operations (Domain)
APV	Approach with Vertical Guidance
ARN	ATS Route Network
ATC	Air Traffic Control
ATCO	Air Traffic Controller
ATFM	Air Traffic Flow Management
ATM	Air Traffic Management
ATS	Air Traffic Services
CAD	Civil Aviation Department
CDM	Collaborative Decision Making
CNS	Communications, Navigation and Surveillance
COM	Communications
CTR	Control Zone
DFL	Division Flight Level
EAD	European AIS Database
EATM	European Air Traffic Management
ECAC	European Civil Aviation Conference
ESP	European Safety Programme
FDP	Flight Data Processing
FIR	Flight Information Region
FL	Flight Level
FSQA	Flight Safety and Quality Assurance
FT	Fast Track
FIR	Flight information Region
FRA	Free Route Airspace
FUA	Flexible Use of Airspace
GBAS	Ground Based Augmentation System

GCAA	Georgian Civil Aviation Authority
GCAD	Georgian Civil Aviation Department
GNSS	Global Navigation Satellite System
HRS	Human Resources
HUM	Human (Domain)
ICAO	International Civil Aviation Organisation
IFPS	Initial Flight-plan Processing System
IFR	Instrument Flight Rules
ISO	International Standards Organisation
kHz	Kilohertz
LoA	Letters of Agreement
MIL	Military
NAV	Navigation
NM	Network Manager
NOTAM	Notice To Airmen
MoC	Memorandum of Cooperation
OLDI	On Line Data Interchange
OPS	Operations
PCP	Pilot Common Project
PSR	Primary Surveillance Radar
QMS	Quality Management System
REG	Regulatory Authorities
RNP	Required Navigation Performance
RVSM	Reduced Vertical Separation Minimum
S-AF	Sub ATM Functionality
SAN	Sakaeronavigatsia Ltd (ATM of Georgia)
SBAS	Satellite-Based augmentation systems (SBAS)
SLOA	Stakeholder Line of Action
SMQS	Safety Management and Quality System
SMS	Safety Management System
SSR	Secondary Surveillance Radar
STCA	Short Term Conflict Alert
SUR	Surveillance (Domain)
TIATC	Tbilisi International Training School
TAV	Tepe Akfen Urben Airport Georgia
TIIAB	Aircraft Accident and Incident Investigation Bureau
TMA	Terminal Manoeuvring Area; Terminal Control Area