

LSSIP 2019 - MONTENEGRO

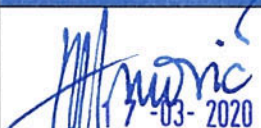
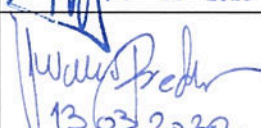
LOCAL SINGLE SKY IMPLEMENTATION

Level 2 - Detailed Implementation Status



APPROVAL SHEET









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

| Stakeholder / Organisation | Name | Position | Signature and date |
|----------------------------|-----------------------|----------|--|
| CAA | Mr. Dragan ĐUROVIĆ | Director |  17-03-2020 |
| SMATSA | Mr. Predrag JOVANOVIĆ | Director |  13.03.2020. |

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1. Implementation Objective Progress - Details

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

| | | | |
|--|--|-----------|------------------------|
| AOM13.1 | Harmonise Operational Air Traffic (OAT) and General Air Traffic (GAT) Handling <u>Timescales:</u> Initial operational capability: 01/01/2012 Full operational capability: 31/12/2018 | 0% | Not yet planned |
| Links to OI Steps: AOM-0301, AOM-0303 [E] Links to Enablers: AAMS-10a, AIMS-19b | | | |
| Montenegro intends to implement the objective, but no firm plan exists at the moment. | | | - |
| REG (By:12/2018) | | | |
| Military Authority | | 0% | Not yet planned |
| - | | | - |
| AOM13.1-REG01 | Revise national legislation as required | | by:31/12/2018 |
| Military Authority | | 0% | Not yet planned |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N |
| 2 | National rules and regulations for implementation of new principles, rules and procedures for OAT/GAT handling in accordance with EUROAT drafted | 30% | N |
| 3 | National rules and regulations in accordance with EUROAT established and EUROCONTROL informed about the official national implementation date | 60% | N |
| Montenegro CAA | | 0% | Not yet planned |
| Under study. No SLOAs will be shown in this edition. | | | - |
| AOM13.1-REG01 | Revise national legislation as required | | by:31/12/2018 |
| Montenegro CAA | | 0% | Not yet planned |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N |
| 2 | National rules and regulations for implementation of new principles, rules and procedures for OAT/GAT handling in accordance with EUROAT drafted | 30% | N |
| 3 | National rules and regulations in accordance with EUROAT established and EUROCONTROL informed about the official national implementation date | 60% | N |
| ASP (By:12/2018) | | | |
| Military Authority | | % | Not Applicable |
| There is no military ANSP. SMATSA is service provider for both civil and military users. | | | - |
| AOM13.1-ASP02 | Train staff as necessary | | by:31/12/2018 |
| Military Authority | | 0% | Not yet planned |

| | | | |
|--|--|-----------|------------------------|
| 1 | Activity started (e.g. Project kicked-off) | 10% | N |
| | | | - |
| 2 | Training for Air Traffic Services (ATS) personnel in provision of ATS to OAT-IFR flights ongoing | 40% | N |
| | | | - |
| 3 | Training for Air Traffic Services (ATS) personnel in provision of ATS to OAT-IFR flights completed | 50% | N |
| | | | - |
| SMATSA | | 0% | Not yet planned |
| Under study. No SLOAs will be shown in this edition. | | | - |
| AOM13.1-ASP01 | Apply common principles, rules and procedures for OAT handling and OAT/GAT interface | | by:31/12/2018 |
| SMATSA | | 0% | Not yet planned |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N |
| | | | - |
| 2 | Procedures for OAT/GAT interfaces drafted | 30% | N |
| | | | - |
| 3 | Procedures for OAT/GAT interfaces agreed, tested & validated | 35% | N |
| | | | - |
| 4 | Procedures for OAT/GAT interfaces implemented, i.e. in operational use | 25% | N |
| | | | - |
| AOM13.1-ASP02 | Train staff as necessary | | by:31/12/2018 |
| SMATSA | | 0% | Not yet planned |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N |
| | | | - |
| 2 | Training for Air Traffic Services (ATS) personnel in provision of ATS to OAT-IFR flights ongoing | 40% | N |
| | | | - |
| 3 | Training for Air Traffic Services (ATS) personnel in provision of ATS to OAT-IFR flights completed | 50% | N |
| | | | - |
| MIL (By:12/2018) | | | |
| Military Authority | | 0% | Not yet planned |
| Under study. No SLOAs will be shown in this edition. | | | - |
| AOM13.1-MIL01 | Apply common principles, rules and procedures for OAT handling and OAT/GAT interface | | by:31/12/2018 |
| Military Authority | | 0% | Not yet planned |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N |
| | | | - |
| 2 | Procedures for OAT/GAT interfaces drafted | 30% | N |
| | | | - |
| 3 | Procedures for OAT/GAT interfaces agreed, tested & validated | 35% | N |
| | | | - |
| 4 | Procedures for OAT/GAT interfaces implemented, i.e. in operational use | 25% | N |
| | | | - |
| AOM13.1-MIL02 | Provide feedback on result of conformance analysis between national rules to EUROAT | | by:31/12/2012 |
| Military Authority | | 0% | Not yet planned |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N |
| | | | - |
| 2 | Conformance analysis of national rules and EUROAT performed | 40% | N |
| | | | - |
| 3 | Point of contact (POC) and distribution list for the dissemination of EUROAT specification established and provided to EUROCONTROL | 50% | N |
| | | | - |
| AOM13.1-MIL04 | Migrate military aeronautical information to EAD | | by:31/12/2015 |
| Military Authority | | 0% | Not yet planned |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N |
| | | | - |

| | | | | |
|--|---|--|-----|---|
| | 2 | Plan for migration of aeronautical information to EAD established and Data Provider Agreement with EUROCONTROL signed by all Military Authorities responsible for AIS Data | 40% | N |
| | | | | - |
| | 3 | All Military Authorities responsible for AIS Data have implemented EAD and maintain the three sets of AIP Data | 50% | N |
| | | | | - |

| | | | |
|--|--|------------|----------------------|
| AOM19.1 | ASM Support Tools to Support Advanced FUA (AFUA) <u>Timescales:</u> Initial operational capability: 01/01/2011 Full operational capability: 31/12/2018 | 10% | Late |
| Links to DP Families: 3.1.1 - ASM Tool to support AFUA | | | |
| SMATSA is planning to implement ASM support tools in 4Q2020. | | | 13/08/2020 |
| ASP (By:12/2018) | | | |
| SMATSA | | 10% | Late |
| SMATSA is planning to implement ASM support tools in 4Q2020. | | | 13/08/2020 |
| AOM19.1-ASP01 | Deploy automated ASM support systems | | by:31/12/2018 |
| SMATSA | - | 10% | Late |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y 31/12/2018 |
| 2 | Automated ASM support systems procured | 30% | N 21/05/2020 |
| Comment: Plan to procure automated ASM support system by mid 2020. | | | |
| 3 | Automated ASM support systems installed | 35% | N 18/06/2020 |
| Comment: Plan to install Automated ASM support systems by mid of 2020. | | | |
| 4 | Automated ASM support system tested, validated and in operational use | 25% | N 16/07/2020 |
| Comment: Operational use of automated ASM support system is planned for mid of 2020. | | | |
| AOM19.1-ASP02 | Implement interoperability of local ASM support system with NM system | | by:31/12/2018 |
| SMATSA | - | 10% | Late |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y 31/12/2018 |
| 2 | Local ASM support system has been adapted to make it interoperable with NM system (AIXM 5.1 interface) | 65% | N 18/06/2020 |
| Comment: Plan to adapt system to support AIXM 5.1 interface by mid of 2020. | | | |
| 3 | A Letter of Agreement (LoA) has been concluded with NM | 25% | N 17/07/2020 |
| Comment: Plan to sign LoA with NM by mid of 2020. | | | |
| AOM19.1-ASP03 | Improve planning and allocation of airspace booking | | by:31/12/2018 |
| SMATSA | - | 10% | Late |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y 31/12/2018 |
| 2 | A tool allowing the measurement of FUA Indicators (described in detail in Section 7 of the EUROCONTROL ASM Handbook) has been installed (e.g. PRISMIL or a similar tool) | 30% | N 16/07/2020 |
| Comment: Plan to install a tool allowing the measurement of FUA Indicators by mid of 2020. | | | |
| 3 | FUA Indicators are continuously measured using PRISMIL or a similar tool | 35% | N 16/07/2020 |
| Comment: Implementation of continuous measurement of FUA Indicators is planned for mid of 2020. | | | |
| 4 | Planning and allocation of reserved/segregated airspace at pre-tactical ASM level 2 is improved as required in the description of this SLoA | 25% | N 13/08/2020 |
| Comment: Plan to improve planning and allocation of reserved/segregated airspace at pre-tactical ASM level 2 by mid of 2020. | | | |

| | | | |
|---|---|------------|----------------------|
| AOM19.2 | ASM Management of Real-Time Airspace Data <u>Timescales:</u> Initial operational capability: 01/01/2017 Full operational capability: 31/12/2021 | 10% | Ongoing |
| Links to OI Steps: AOM-0202-A [E], AOM-0206-A [E] Links to ICAO ASBUs: B1-FRTO, B1-NOPS Links to DP Families: 3.1.2 - ASM management of real time airspace data | | | |
| SMATSA is considering the implementation of this objective by the end of 2021. | | | 30/12/2021 |
| ASP (By:12/2021) | | | |
| SMATSA | | 10% | Ongoing |
| SMATSA is considering the implementation of this objective by the end of 2021. | | | 30/12/2021 |
| AOM19.2-ASP01 | Adapt ATM systems for real-time ASM data exchanges | | by:31/12/2021 |
| SMATSA | - | 10% | Ongoing |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y 31/12/2018 |
| Comment: Tentative plans are in place for this objective. | | | |
| 2 | Upgrade to ATM systems to enable real-time ASM data exchanges with local ASM support systems procured | 30% | N 09/09/2021 |
| Comment: Plan to upgrade ATM system to enable real-time ASM data exchanges with local ASM support systems. | | | |
| 3 | Upgrade to ATM systems to enable real-time ASM data exchanges with local ASM support systems installed | 60% | N 30/12/2021 |
| AOM19.2-ASP02 | Adapt local ASM support system for real-time ASM data exchanges with NM systems | | by:31/12/2021 |
| SMATSA | - | 10% | Ongoing |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y 31/12/2018 |
| Comment: Tentative plans are in place for this objective. | | | |
| 2 | Upgrade to local ASM support system for real-time ASM data exchanges with NM procured | 30% | N 02/11/2021 |
| Comment: Plan to upgrade to local ASM support system for real-time ASM data exchanges with NM. | | | |
| 3 | Upgrade to local ASM support system for real-time ASM data exchanges with NM installed | 60% | N 30/12/2021 |
| AOM19.2-ASP03 | Implement procedures related to real-time (tactical) ASM level III information exchange | | by:31/12/2021 |
| SMATSA | - | 10% | Ongoing |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y 31/12/2018 |
| Comment: Tentative plans are in place for this objective. | | | |
| 2 | Procedures related to real-time (tactical) ASM level III information exchange drafted | 30% | N 04/10/2021 |
| Comment: Expect to draft procedures related to real-time (tactical) ASM level III information exchange by 2021. | | | |
| 3 | Procedures related to real-time (tactical) ASM level III information exchange agreed, tested & validated | 35% | N 02/11/2021 |
| Comment: Plan to apply procedures related to real-time (tactical) ASM level III information exchange. | | | |
| 4 | Procedures related to real-time (tactical) ASM level III information exchange implemented | 25% | N 30/12/2021 |

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|--|--|------------|----------------------|
| AOM19.3 | Full Rolling ASM/ATFCM Process and ASM Information Sharing <u>Timescales:</u> Initial operational capability: 01/01/2014 Full operational capability: 31/12/2021 | 10% | Ongoing |
| Links to OI Steps: AOM-0202, AOM-0202-A [E] Links to ICAO ASBUs: B0-FRTO, B1-FRTO, B1-NOPS, B2-NOPS Links to DP Families: 3.1.3 - Full rolling ASM/ATFCM process and ASM information sharing | | | |
| SMATSA is considering the implementation of this objective by the end of 2021. | | | 30/12/2021 |
| ASP (By:12/2021) | | | |
| SMATSA | | 10% | Ongoing |
| SMATSA is considering the implementation of this objective by the end of 2021. | | | 30/12/2021 |
| AOM19.3-ASP01 | Adapt ASM systems to support a full rolling ASM/ATFCM process | | by:31/12/2021 |
| SMATSA | - | 10% | Ongoing |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y 31/12/2018 |
| Comment: Tentative plans are in place for this objective. | | | |
| 2 | Upgrade to ASM systems to support a full rolling ASM/ATFCM process procured | 30% | N 09/09/2021 |
| Comment: Plan to procure upgrade to ASM systems to support a full rolling ASM/ATFCM process. | | | |
| 3 | Upgrade to ASM systems to support a full rolling ASM/ATFCM process installed | 60% | N 30/12/2021 |
| AOM19.3-ASP02 | Implement procedures and processes for a full rolling ASM/ATFCM process | | by:31/12/2021 |
| SMATSA | - | 10% | Ongoing |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y 31/12/2018 |
| Comment: Tentative plans are in place for this objective. | | | |
| 2 | Procedures and processes for a full rolling ASM/ATFCM process drafted | 30% | N 04/10/2021 |
| Comment: Plan to draft procedures and processes for a full rolling ASM/ATFCM process by 2021. | | | |
| 3 | Procedures and processes for a full rolling ASM/ATFCM process agreed, tested & validated | 35% | N 02/11/2021 |
| Comment: Plan to agree, test and validate procedures and processes for a full rolling ASM/ATFCM process by 2021. | | | |
| 4 | Procedures and processes for a full rolling ASM/ATFCM process (including processes for initial CDM, full management of airspace structure via AUP/UUP, and process supporting sharing of information of airspace configurations via AUP/UUP) implemented | 25% | N 30/12/2021 |

| | | | |
|--|---|-----------|------------------------|
| AOM19.4 | Management of Pre-defined Airspace Configurations <u>Timescales:</u> Initial operational capability: 01/01/2018 Full operational capability: 31/12/2021 | 0% | Not yet planned |
| Links to ICAO ASBUs: B1-FRTO, B1-NOPS | | | |
| Links to DP Families: 3.1.4 - Management of dynamic airspace configurations | | | |
| SMATSA is considering the implementation of this objective but no concrete plans are developed yet. | | | - |
| ASP (By:12/2021) | | | |
| SMATSA | | 0% | Not yet planned |
| SMATSA is considering the implementation of this objective but no concrete plans are developed yet. | | | - |
| AOM19.4-ASP01 | Adapt ATM systems to support the management of ASM solutions and pre-defined airspace configurations. | | by:31/12/2021 |
| SMATSA | - | 0% | Not yet planned |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N |
| | | | - |
| 2 | New/upgraded ATM system supporting management of ASM solutions and pre-defined airspace configurations procured | 30% | N |
| | | | - |
| 3 | New/upgraded ATM system supporting management of ASM solutions and pre-defined airspace configurations installed | 60% | N |
| | | | - |
| AOM19.4-ASP02 | Implement procedures in support of an improved ASM solution process and pre-defined airspace configurations | | by:31/12/2021 |
| SMATSA | - | 0% | Not yet planned |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N |
| | | | - |
| 2 | Procedures to support ASM solution process and pre-defined airspace configurations drafted | 30% | N |
| | | | - |
| 3 | Procedures to support ASM solution process and pre-defined airspace configurations agreed, tested & validated | 35% | N |
| | | | - |
| 4 | Procedures to support ASM solution process and pre-defined airspace configurations implemented | 25% | N |
| | | | - |

| | | | |
|---|--|----------------|-----------------------|
| AOM21.1 | Direct Routing (Outside Applicability Area) Timescales: - not applicable - | % | Not Applicable |
| Links to DP Families: 3.2.1 - Upgrade of ATM systems (NM, ANSPs, AUs) to support Direct Routings (DCTs) and Free Routing Airspace (FRA), 3.2.3 - Implement Published Direct Routings (DCTs) | | | |
| SMATSA has implemented FRA concept. | | | - |
| ASP (By:12/2017) | | | |
| SMATSA | | % | Not Applicable |
| - | - | | - |
| AOM21.1-ASP01 | Implement procedures and processes in support of the network dimension | | by:- |
| SMATSA | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | NA |
| | | | - |
| 2 | Direct routing airspace has been identified in coordination with the Network and FAB partners and the RAD has been updated accordingly | 30% | NA |
| | | | - |
| 3 | Local ATFCM procedures in cooperation with the network taking on board the Direct Routing impact agreed, tested and validated | 35% | NA |
| | | | - |
| 4 | Local ATFCM procedures in cooperation with the network taking on board the Direct Routing impact implemented | 25% | NA |
| | | | - |
| AOM21.1-ASP02 | Implement system improvements | | by:- |
| SMATSA | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | NA |
| | | | - |
| 2 | System/Function for implementation of Direct Routing procured | 30% | NA |
| | | | - |
| 3 | System/Function for implementation of Direct Routing installed | 60% | NA |
| | | | - |
| AOM21.1-ASP03 | Implement procedures and processes in support of the local dimension | | by:- |
| SMATSA | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | NA |
| | | | - |
| 2 | The Direct Routing airspace has been described and published in the AIP, RAD and/or the charts | 30% | NA |
| | | | - |
| 3 | ASM and ATC procedures taking on board the Direct Routing impact agreed, tested & validated | 35% | NA |
| | | | - |
| 4 | ASM and ATC procedures taking on board the Direct Routing implemented | 25% | NA |
| | | | - |
| AOM21.1-ASP04 | Implement transversal activities (verification at local/regional level, safety case and training) | | by:- |
| SMATSA | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | NA |
| | | | - |
| 2 | Direct Routing concept validated | 30% | NA |
| | | | - |
| 3 | Safety argument has been developed and delivered to the competent authority | 30% | NA |
| | | | - |
| 4 | ATCO Training conducted | 30% | NA |
| | | | - |

| | | | |
|---|---|-------------|----------------------|
| AOM21.2 | Free Route Airspace Timescales: Initial operational capability: 01/01/2015 Full operational capability: 31/12/2021 | 100% | Completed |
| Links to OI Steps: AOM-0401, AOM-0402, AOM-0501 [E], AOM-0505 [E], CM-0102-A [E] Links to ICAO ASBUs: B0-FRTO, B1-FRTO Links to DP Families: 3.2.1 - Upgrade of ATM systems (NM, ANSPs, AUs) to support Direct Routings (DCTs) and Free Routing Airspace (FRA), 3.2.4 - Implement Free Route Airspace | | | |
| Night cross-border FRA was implemented in April 2015. Full cross-border FRA above FL325 implemented on 08/12/2016. SMATSA implemented cross-border FRA above FL205 on 01/02/2018. | | | 01/02/2018 |
| ASP (By:12/2021) | | | |
| SMATSA | | 100% | Completed |
| Night cross border FRA was implemented in April 2015. Full cross border FRA above FL325 implemented on 08/12/2016. SMATSA implemented cross-border FRA above FL205 on 01/02/2018. | | | 01/02/2018 |
| AOM21.2-ASP01 | Implement procedures and processes in support of the network dimension | | by:31/12/2021 |
| SMATSA | - | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y - |
| 2 | FRA airspace has been identified in coordination with the Network and FAB partners and the RAD has been updated accordingly | 30% | Y - |
| 3 | Local ATFCM procedures in cooperation with the network taking on board the FRA impact agreed, tested and validated | 35% | Y - |
| 4 | Local ATFCM procedures in cooperation with the network taking on board the FRA impact implemented | 25% | Y 01/02/2018 |
| Comment: Necessary coordination was performed in due regard. Updated local ATFCM. | | | |
| AOM21.2-ASP02 | Implement system improvements | | by:31/12/2021 |
| SMATSA | - | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y - |
| 2 | System/Function for implementation of FRA procured | 30% | Y - |
| 3 | System/Function for implementation of FRA installed | 60% | Y 10/11/2014 |
| Comment: The ANSP system is updated according to fourth phase of the local FRA equivalent. System tests and system adaptation to full FRA are implemented. | | | |
| AOM21.2-ASP03 | Implement dynamic sectorisation | | by:31/12/2021 |
| SMATSA | - | 100% | Completed |
| Comment: Dynamic sectorisation is used without automated support. | | | |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y - |
| 2 | New/upgraded ATM system supporting support dynamic sectorisation procured | 30% | Y - |
| 3 | New/upgraded ATM system supporting support dynamic sectorisation installed | 35% | Y - |
| 4 | Procedures implementing dynamic sectorisation are tested, validated and in operational use | 25% | Y - |
| AOM21.2-ASP04 | Implement procedures and processes in support of the local dimension | | by:31/12/2021 |
| SMATSA | - | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y - |
| 2 | FRA airspace has been described and published in the AIP, RAD and/or the charts | 30% | Y 01/02/2018 |

| | | | |
|---------------|--|------|---------------|
| Comment: | AIC A 004/2017 - Introduction of South East Common Sky Initiative Free Route Airspace (SECSI FRA), published on 13/10/2017. | | |
| 3 | ASM and ATC procedures taking on board FRA impact agreed, tested & validated | 35% | Y |
| | | | - |
| 4 | ASM and ATC procedures taking on board FRA implemented | 25% | Y |
| | | | 01/02/2018 |
| Comment: | FRA airspace has been described and published in the AIP. LoAs, ASM and ATC have been updated. | | |
| AOM21.2-ASP05 | Implement transversal activities in support to operational deployment of FRA (validation, safety case and training) | | by:31/12/2021 |
| SMATSA | - | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y |
| | | | 15/10/2015 |
| 2 | FRA concept validated | 30% | Y |
| | | | 30/10/2017 |
| Comment: | Cross border FRA night was implemented in April 2015. Macroscopic simulation for full cross border FRA above FL325 completed 16.02.2016, real time simulation on 25.03.2016 and ATFCM on 12.10.2016. H24 Cross border FRA above FL325 implemented on 08.12.2016. Flight Plan validation sessions SECSI FRA were conducted during September and October 2016. Macroscopic simulation for full cross border FRA above FL205 completed during February 2017. | | |
| 3 | Safety argument has been developed and delivered to the competent authority | 30% | Y |
| | | | 01/11/2017 |
| 4 | ATCO Training conducted | 30% | Y |
| | | | 01/02/2018 |
| Comment: | ATCO training for cross border FRA night has been completed on 30/04/2015 and training for cross border full FRA on 07/12/2016. Training for FRA FL205 and above was completed by 31/01/2018. | | |

| | | | |
|---|--|----------------|----------------|
| AOP04.1 | Advanced Surface Movement Guidance and Control System A-SMGCS Surveillance (former Level 1) <u>Timescales:</u> - not applicable - | % | Not Applicable |
| Links to DP Families: 2.2.1 - A-SMGCS Level 1 and 2 | | | |
| LYPG - Podgorica Airport (Outside Applicability Area) | | | |
| Outside of the applicability area. There is no operational justification for the implementation of this objective for the time span of this document. | | | - |
| REG (By:12/2010) | | | |
| - | | | |
| | | | |
| AOP04.1-REG01 | Mandate the carriage of required aircraft equipment to enable location and identification of aircraft on the movement area (including military aircraft, as appropriate) | | by:- |
| - | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | NA |
| | | | - |
| 2 | Airworthiness certification requirements related to A-SMGCS adopted by the Regulator | 90% | NA |
| | | | - |
| AOP04.1-REG02 | Mandate the carriage of required vehicle equipment to enable location and identification of vehicles on the manoeuvring area | | by:- |
| - | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | NA |
| | | | - |
| 2 | Certification requirements related to A-SMGCS vehicle equipage adopted by the Regulator | 90% | NA |
| | | | - |
| AOP04.1-REG03 | Publish A-SMGCS Surveillance procedures (including transponder operating procedures) in national aeronautical information publications | | by:- |
| - | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | NA |
| | | | - |
| 2 | A-SMGCS operational procedures drafted | 30% | NA |
| | | | - |
| 3 | A-SMGCS operational procedures agreed, harmonized with application of transponder operating procedures, approved and published in national AIP | 60% | NA |
| | | | - |
| ASP (By:12/2011) | | | |
| - | | | |
| | | | |
| AOP04.1-ASP01 | Install required surveillance equipment | | by:- |
| - | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | NA |
| | | | - |
| 2 | Required surveillance equipment procured | 30% | NA |
| | | | - |
| 3 | Required surveillance equipment installed | 60% | NA |
| | | | - |
| AOP04.1-ASP02 | Train aerodrome control staff in the use of A-SMGCS Surveillance in the provision of aerodrome control service | | by:- |
| - | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | NA |
| | | | - |
| 2 | Training ongoing | 40% | NA |

| | | | |
|--|---|-----|----------------|
| | | | - |
| 3 | Training completed | 50% | NA |
| | | | - |
| AOP04.1-ASP03 | Implement approved A-SMGCS operational procedures at airports equipped with A-SMGCS | | by:- |
| - | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | NA |
| | | | - |
| 2 | A-SMGCS operational procedures drafted | 30% | NA |
| | | | - |
| 3 | A-SMGCS operational procedures agreed, tested & validated | 35% | NA |
| | | | - |
| 4 | A-SMGCS operational procedures implemented, i.e. in operational use | 25% | NA |
| | | | - |
| APO (By:12/2010) | | | |
| Montenegro Airports | | % | Not Applicable |
| There is no operational justification for the implementation of this objective for the time span of this document. | | | - |
| AOP04.1-APO01 | Install required surveillance equipment | | by:- |
| Montenegro Airports | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | NA |
| | | | - |
| 2 | Required surveillance equipment procured | 30% | NA |
| | | | - |
| 3 | Required surveillance equipment installed | 60% | NA |
| | | | - |
| AOP04.1-APO02 | Equip Ground Vehicles | | by:- |
| Montenegro Airports | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | NA |
| | | | - |
| 2 | Ground vehicles equipment procured | 30% | NA |
| | | | - |
| 3 | Ground vehicles equipment installed, tested & validated | 60% | NA |
| | | | - |
| AOP04.1-APO03 | Train ground vehicle drivers | | by:- |
| Montenegro Airports | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | NA |
| | | | - |
| 2 | Training ongoing | 40% | NA |
| | | | - |
| 3 | Training completed | 50% | NA |
| | | | - |

| | | | |
|---|---|-----|----------------|
| AOP04.2 | Advanced Surface Movement Guidance and Control System (A-SMGCS) Runway Monitoring and Conflict Alerting (RMCA) (former Level 2) <u>Timescales:</u> - not applicable - | % | Not Applicable |
| Links to DP Families: 2.2.1 - A-SMGCS Level 1 and 2 | | | |
| LYPG - Podgorica Airport (Outside Applicability Area) | | | |
| Outside of the applicability area. There is no operational justification for the implementation of this objective for the time span of this document. | | | - |
| ASP (By:12/2017) | | | |
| - | | | |
| | | | |
| AOP04.2-ASP01 | Install required A-SMGCS RMCA function equipment | | by:- |
| - | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | NA |
| | | | - |
| 2 | Required A-SMGCS Level 2 control function system procured | 30% | NA |
| | | | - |
| 3 | Required A-SMGCS Level 2 control function system installed | 60% | NA |
| | | | - |
| AOP04.2-ASP02 | Train aerodrome control staff in the use of A-SMGCS RMCA in the provision of an aerodrome control service | | by:- |
| - | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | NA |
| | | | - |
| 2 | Training ongoing | 40% | NA |
| | | | - |
| 3 | Training completed | 50% | NA |
| | | | - |
| AOP04.2-ASP03 | Implement approved A-SMGCS RMCA operational procedures | | by:- |
| - | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | NA |
| | | | - |
| 2 | Local A-SMGCS Level 2 operational procedures drafted | 30% | NA |
| | | | - |
| 3 | Local A-SMGCS Level 2 operational procedures agreed, tested & validated | 35% | NA |
| | | | - |
| 4 | Local A-SMGCS Level 2 operational procedures implemented, i.e. in operational use | 25% | NA |
| | | | - |
| APO (By:12/2017) | | | |
| Montenegro Airports | | % | Not Applicable |
| There is no operational justification for the implementation of this objective for the time span of this document. | | | - |
| AOP04.2-APO01 | Install required A-SMGCS RMCA function equipment | | by:- |
| Montenegro Airports | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | NA |
| | | | - |
| 2 | Required A-SMGCS Level 2 control function system procured | 30% | NA |
| | | | - |
| 3 | Required A-SMGCS Level 2 control function system installed | 60% | NA |
| | | | - |

| | | | |
|--|--|-----|----------------|
| AOP05 | Airport Collaborative Decision Making (A-CDM) <u>Timescales:</u> - not applicable - | % | Not Applicable |
| Links to OI Steps: AO-0501, AO-0601, AO-0602 [E], AO-0603, TS-0201 [E] Links to ICAO ASBUs: B0-ACDM, B0-RSEQ Links to DP Families: 2.1.1 - Initial DMAN, 2.1.3 - Basic A-CDM | | | |
| LYPG - Podgorica Airport (Outside Applicability Area) | | | |
| Outside of the applicability area. There is no operational justification for the implementation of this objective for the time span of this document. | | | - |
| ASP (By:12/2016) | | | |
| - | | | |
| | | | |
| AOP05-ASP01 | Define and agree performance objectives and KPIs at local level, specific to ANSP in accordance with A-CDM Manual guidelines | | by:- |
| - | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | NA |
| | | | - |
| 2 | Local A-CDM committee established with all Stakeholders involved | 10% | NA |
| | | | - |
| 3 | Performance objectives and KPIs drafted | 30% | NA |
| | | | - |
| 4 | Performance objectives and KPIs agreed by all parties | 50% | NA |
| | | | - |
| AOP05-ASP02 | Define and implement local Air Navigation Service (ANS) procedures for information sharing through Letters of Agreement (LoAs) and/or Memorandum of Understanding (MoU) in accordance with A-CDM Manual guidelines | | by:- |
| - | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | NA |
| | | | - |
| 2 | Information sharing principles/procedures defined and information sharing platform (if applicable) procured | 30% | NA |
| | | | - |
| 3 | Information sharing platform (if applicable) installed | 10% | NA |
| | | | - |
| 4 | Information sharing procedures agreed, tested & validated | 25% | NA |
| | | | - |
| 5 | LoA and/or MoU signed by all partners and procedures implemented | 25% | NA |
| | | | - |
| AOP05-ASP03 | Define and implement local procedures for turnaround processes in accordance with CDM manual guidelines | | by:- |
| - | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | NA |
| | | | - |
| 2 | Procedures for turnaround processes drafted through LoA and/or MoU | 30% | NA |
| | | | - |
| 3 | Procedures for turnaround processes agreed, tested & validated | 35% | NA |
| | | | - |
| 4 | LoA and/or MoU signed by all partners and procedures for turnaround processes implemented | 25% | NA |
| | | | - |
| AOP05-ASP04 | Continually review and measure airport performance in accordance with Airport CDM Manual guidelines | | by:- |
| - | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | NA |

| | | | |
|--|--|-----|----------------|
| | | | - |
| 2 | Procedure & methodology for measuring airport performance agreed & validated | 30% | NA |
| | | | - |
| 3 | Procedure & methodology for measuring airport performance implemented | 35% | NA |
| | | | - |
| 4 | Airport performance results/benefits published | 25% | NA |
| | | | - |
| AOP05-ASP05 | Define and implement variable taxi-time and predeparture sequencing procedure (i.e. initial DMAN) according to airport CDM Manual guidelines | | by:- |
| - | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | NA |
| | | | - |
| 2 | Procedures for variable taxi time and pre-departure sequencing drafted | 30% | NA |
| | | | - |
| 3 | Procedures for variable taxi time and pre-departure sequencing agreed, tested & validated | 35% | NA |
| | | | - |
| 4 | Procedures for variable taxi time and pre-departure sequencing implemented and published in the AIP | 25% | NA |
| | | | - |
| AOP05-ASP06 | Define and implement procedures for CDM in adverse conditions, including the de-icing according to airport CDM Manual guidelines | | by:- |
| - | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | NA |
| | | | - |
| 2 | Procedures for adverse conditions drafted through LoA and/or MoU | 30% | NA |
| | | | - |
| 3 | Procedures for adverse conditions agreed, tested & validated | 35% | NA |
| | | | - |
| 4 | LoA and/or MoU signed by all partners and procedures for adverse conditions implemented | 25% | NA |
| | | | - |
| APO (By:12/2016) | | | |
| Montenegro Airports | | % | Not Applicable |
| There is no operational justification for the implementation of this objective for the time span of this document. | | | - |
| AOP05-APO01 | Define and agree performance objectives and KPIs at local level specific to airport operations in accordance with A-CDM Manual guidelines | | by:- |
| Montenegro Airports | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | NA |
| | | | - |
| 2 | Local A-CDM committee established with all Stakeholders involved | 10% | NA |
| | | | - |
| 3 | Performance objectives and KPIs drafted | 30% | NA |
| | | | - |
| 4 | Performance objectives and KPIs agreed by all parties | 50% | NA |
| | | | - |
| AOP05-APO02 | Define and implement local airport operations procedures for information sharing through Letters of Agreement (LoAs) and/or Memorandum of Understanding (MoU) in accordance with A-CDM Manual guidelines | | by:- |
| Montenegro Airports | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | NA |
| | | | - |
| 2 | Information sharing principles/procedures defined and information sharing platform (if applicable) procured | 30% | NA |
| | | | - |
| 3 | Information sharing platform (if applicable) installed, tested & validated | 10% | NA |

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

| | | | |
|--|--|------|----------------|
| AOP10 | Time-Based Separation <u>Timescales:</u> - not applicable - | % | Not Applicable |
| Links to DP Families: 2.3.1 - Time Based Separation (TBS) | | | |
| LYPG - Podgorica Airport (Outside Applicability Area) | | | |
| Montenegro is outside the applicability area. There is no operational justification for the implementation of this objective for the time span of this document. | | | - |
| REG (By:12/2023) | | | |
| | | | |
| | | | |
| AOP10-REG01 | Publish TBS operations procedures in national aeronautical information publications | | by:- |
| - | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | NA |
| | | | - |
| 2 | Procedures for TBS operations have been drafted by the ANSP and provided to the Regulator | 30% | NA |
| | | | - |
| 3 | Procedures for TBS operations have been validated | 35% | NA |
| | | | - |
| 4 | Procedures for TBS operations have been published by the ANSP in the local/State AIP | 25% | NA |
| | | | - |
| Comment: | Montenegro is outside the applicability area. There is no operational justification for the implementation of this objective for the time span of this document. | | |
| ASP (By:12/2023) | | | |
| | | | |
| | | | |
| AOP10-ASP01 | Ensure AMAN system is compatible with TBS support tool | | by:- |
| - | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | NA |
| | | | - |
| 2 | FDPS and AMAN system are compatible with the TBS support tool | 30% | NA |
| | | | - |
| 3 | CWP is modified to display headwind independent time based separation | 30% | NA |
| | | | - |
| Comment: | Montenegro is outside the applicability area. There is no operational justification for the implementation of this objective for the time span of this document. | | |
| 4 | TBS support tool is able to calculate headwind independent time based separation | 100% | N |
| | | | - |
| AOP10-ASP02 | Modify CWP to integrate TBS Support tool with safety nets | | by:- |
| - | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | NA |
| | | | - |
| 2 | CWP modification to integrate TBS support tool has been procured (if necessary) | 30% | NA |
| | | | - |
| 3 | CWP modification to integrate TBS support tool has been installed | 35% | NA |
| | | | - |
| 4 | CWP modification to integrate TBS support tool has been tested, validated and is available for operational use | 25% | NA |
| | | | - |
| Comment: | Montenegro is outside the applicability area. There is no operational justification for the implementation of this objective for the time span of this document. | | |

| | | | |
|---|---|-----|----------------|
| AOP10-ASP03 | Local MET info with actual glide-slope wind conditions to be provided into TBS Support tool | | by:- |
| - | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | NA |
| | | | - |
| 2 | Local meteorological information providing actual glide slope wind conditions to the TBS support tool has been tested & validated | 65% | NA |
| | | | - |
| 3 | Local meteorological information providing actual glide slope wind conditions is fed into the TBS support tool | 25% | NA |
| | | | - |
| Comment: Montenegro is outside the applicability area. There is no operational justification for the implementation of this objective for the time span of this document. | | | |
| AOP10-ASP04 | TBS Support tool to provide automatic monitoring and alerting of non-conformant behaviours, infringements, wrong aircraft | | by:- |
| - | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | NA |
| | | | - |
| 2 | A TBS support tool has been procured | 30% | NA |
| | | | - |
| 3 | A TBS support tool has been installed | 60% | NA |
| | | | - |
| Comment: Montenegro is outside the applicability area. There is no operational justification for the implementation of this objective for the time span of this document. | | | |
| AOP10-ASP05 | Implement procedures for TBS operations | | by:- |
| - | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | NA |
| | | | - |
| 2 | Procedures for TBS operations have been drafted | 30% | NA |
| | | | - |
| 3 | Procedures for TBS operations have been tested & validated | 35% | NA |
| | | | - |
| 4 | Procedures for TBS operations have been implemented are in operational use and have been published in the local/State AIP | 25% | NA |
| | | | - |
| Comment: Montenegro is outside the applicability area. There is no operational justification for the implementation of this objective for the time span of this document. | | | |
| AOP10-ASP06 | Train controllers (Tower and Approach) on TBS operations | | by:- |
| - | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | NA |
| | | | - |
| 2 | The training of Tower and Approach Controllers on the procedures and practices to TBS is ongoing | 40% | NA |
| | | | - |
| 3 | The training of Tower and Approach Controllers on the procedures and practices to TBS has been completed | 50% | NA |
| | | | - |
| Comment: Montenegro is outside the applicability area. There is no operational justification for the implementation of this objective for the time span of this document. | | | |

| | | | |
|---|---|-----|----------------|
| AOP11 | Initial Airport Operations Plan <u>Timescales:</u> - not applicable - | % | Not Applicable |
| Links to OI Steps: AO-0801-A [E] Links to ICAO ASBUs: B1-ACDM Links to DP Families: 2.1.4 - Initial Airport Operations Plan (AOP) | | | |
| LYPG - Podgorica Airport (Outside Applicability Area) | | | |
| Taking into account the traffic in Montenegro, there is no operational justification for the implementation of this objective for the time span of this document. | | | - |
| ASP (By:12/2021) | | | |
| SMATSA | | % | Not Applicable |
| Taking into account the traffic in Montenegro, there is no operational justification for the implementation of this objective for the time span of this document. | | | - |
| AOP11-ASP01 | Provide the required information to the AOP | | by:- |
| SMATSA | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | NA |
| | | | - |
| 2 | A local agreement for the provision of AOP elements with the APO has been signed | 40% | NA |
| | | | - |
| 3 | The ANSP is providing the AOP information to the APO | 25% | NA |
| | | | - |
| 4 | The ANSP is maintaining the information to the AOP constantly ensuring the appropriate quality | 25% | NA |
| | | | - |
| APO (By:12/2021) | | | |
| Montenegro Airports | | % | Not Applicable |
| Taking into account the traffic in Montenegro, there is no operational justification for the implementation of this objective for the time span of this document. | | | - |
| AOP11-APO01 | Set up and manage the Airport Operational Plan | | by:- |
| Montenegro Airports | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | NA |
| | | | - |
| 2 | All the stakeholders relevant to the Airport Operation Plan (AOP) have been identified | 15% | NA |
| | | | - |
| 3 | Local agreements for the provision of AOP information have been signed with the relevant stakeholders | 25% | NA |
| | | | - |
| 4 | The Airport Operation Plan has been approved and release | 50% | NA |
| | | | - |
| AOP11-APO02 | Provide the required information to the AOP | | by:- |
| Montenegro Airports | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | NA |
| | | | - |
| 2 | The APO is providing the AOP elements (core and supporting) to the AOP | 65% | NA |
| | | | - |
| 3 | The APO is maintaining the AOP constantly ensuring the appropriate quality | 25% | NA |
| | | | - |
| AOP11-APO03 | Train all relevant personnel | | by:- |
| Montenegro Airports | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | NA |
| | | | - |
| 3 | | 40% | NA |

| | | | |
|---|--|-----|----|
| | The training of the relevant personnel on the procedures and practices to the AOP is ongoing | | - |
| 4 | The training of the relevant personnel on the procedures and practices to the AOP has been completed | 50% | NA |
| | | | - |

| | | | |
|--|---|-----|----------------|
| 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 to OI Steps: AO-0104-A [E] Links to Enablers: AERODROME-ATC-36 Links to ICAO ASBUs: B2-SURF Links to DP Families: 2.1.2 - Electronic Flight Strips (EFS), 2.5.1 - Airport Safety Nets associated with A-SMGCS Level 2 | | | |
| LYPG - Podgorica Airport (Outside Applicability Area) | | | |
| Montenegro is outside the applicability area. There is no operational justification for the implementation of this objective for the time span of this document | | | - |
| ASP (By:12/2020) | | | |
| - | | | |
| | | | |
| AOP12-ASP01 | Install required 'Airport Safety Nets' | | by:- |
| - | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | NA |
| | | | - |
| 2 | Airport Safety Nets function defined and appropriate system (if necessary) procured | 30% | NA |
| | | | - |
| 3 | Airport Safety Nets function support system (if required) installed | 35% | NA |
| | | | - |
| 4 | Airport Safety Nets function tested, validated and in operational use | 25% | NA |
| | | | - |
| AOP12-ASP02 | Train aerodrome control staff on the functionality of 'Airport Safety Nets' | | by:- |
| - | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | NA |
| | | | - |
| 2 | Training on the Airport Safety Nets functionality ongoing | 40% | NA |
| | | | - |
| 3 | Training on the Airport Safety Nets functionality completed | 50% | NA |
| | | | - |
| AOP12-ASP03 | Implement digital systems such as electronic flight strips (EFS) | | by:- |
| - | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | NA |
| | | | - |
| 2 | Digital systems (such as EFS) procured | 30% | NA |
| | | | - |
| 3 | Digital systems (such as EFS) installed | 35% | NA |
| | | | - |
| 4 | Digital systems (such as EFS) tested, validated and available for operational use | 25% | NA |
| | | | - |
| APO (By:12/2020) | | | |
| - | | | |
| | | | |
| AOP12-APO01 | Train all relevant staff on the functionality of 'Airport Safety Nets' | | by:- |
| - | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | NA |
| | | | - |
| 2 | Training of staff on the Airport Safety Nets functionality ongoing | 40% | NA |
| | | | - |
| 3 | Training of staff on the Airport Safety Nets functionality completed | 50% | NA |

| | | | |
|---|--|----------------|-----------------------|
| AOP13 | Automated Assistance to Controller for Surface Movement Planning and Routing <u>Timescales:</u> - not applicable - | % | Not Applicable |
| Links to OI Steps: AO-0205 [E], TS-0202 Links to ICAO ASBUs: B1-ACDM, B1-RSEQ, B2-SURF Links to DP Families: 2.4.1 - A-SMGCS Routing and Planning Functions | | | |
| LYPG - Podgorica Airport (Outside Applicability Area) | | | |
| Montenegro airports are not in the applicability area as there is no operational need. | | | - |
| REG (By:12/2023) | | | |
| - | | | |
| | | | |
| AOP13-REG01 | Coordination and final official approval of procedures by the local regulator is required | | by:- |
| - | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | NA |
| | | | - |
| 2 | Request for operational approval and relevant material received by the competent authority | 65% | NA |
| | | | - |
| 3 | Relevant material verified and operational approval granted | 25% | NA |
| | | | - |
| ASP (By:12/2023) | | | |
| - | | | |
| | | | |
| AOP13-ASP01 | Upgrade ATS systems to support automated assistance to air traffic controllers for surface movement planning and routing | | by:- |
| - | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | NA |
| | | | - |
| 2 | New/upgraded ATS systems to support automated assistance to ATCOs surface movement planning and routing procured | 30% | NA |
| | | | - |
| 3 | New/upgraded ATS systems to support automated assistance to ATCOs surface movement planning and routing installed | 60% | NA |
| | | | - |
| AOP13-ASP02 | Ensure the planning and routing function is used to optimise pre-departure sequencing | | by:- |
| - | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | NA |
| | | | - |
| 2 | New/upgraded A-SMGCS and A-CDM system supporting interaction of DMAN and planning and routing function procured | 30% | NA |
| | | | - |
| 3 | New/upgraded A-SMGCS and A-CDM system supporting interaction of DMAN and planning and routing function installed | 60% | NA |
| | | | - |
| AOP13-ASP03 | Implement operational procedures implementing automated assistance to air traffic controllers for surface movement planning and routing | | by:- |
| - | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | NA |
| | | | - |
| 2 | Procedures for automated assistance to ATCOs for surface movement planning and routing drafted | 30% | NA |
| | | | - |
| 3 | Procedures for automated assistance to ATCOs for surface movement planning and routing agreed, tested & validated | 35% | NA |
| | | | - |
| 4 | | 25% | NA |

| | | | |
|-------------|--|----------------|----------------|
| | Procedures for automated assistance to ATCOs for surface movement planning and routing implemented | | - |
| AOP13-ASP04 | Develop, and deliver as necessary, a safety assessment of the changes imposed by the implementation of automated assistance to air traffic controllers for surface movement planning and routing | | by:- |
| - | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | NA |
| | | | - |
| 2 | Safety Assessment drafted | 30% | NA |
| | | | - |
| 3 | Safety Assessment delivered to the competent authority | 60% | NA |
| | | | - |
| AOP13-ASP05 | Train all operational personnel concerned in the use of automated assistance for surface movement planning and routing | | by:- |
| - | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | NA |
| | | | - |
| 2 | Training ongoing | 40% | NA |
| | | | - |
| 3 | Training completed | 50% | NA |
| | | | - |

| | | | |
|--|--|---|----------------|
| AOP14 | Remote Tower Services <i>Applicability and timescale: Local</i> | % | Not Applicable |
| LYPG - Podgorica Airport | | | |
| There is no need to provide remote tower service at any airport in Montenegro (ATC is provided from the tower at the airport). | | | - |

| | | | |
|---|---|----------|-----------------------|
| AOP15 | Enhanced traffic situational awareness and airport safety nets for the vehicle drivers <i><u>Applicability and timescale: Local</u></i> | % | Not Applicable |
| Links to DP Families: 2.5.2 - Vehicle and aircraft systems contributing to Airport Safety Nets | | | |
| LYPG - Podgorica Airport | | | |
| There is no need to implement this objective (there are no complex airport layouts and the traffic is not at a high level). | | | - |

| | | | |
|--|---|----------|-----------------------|
| AOP16 | Guidance assistance through airfield ground lighting <u>Applicability and timescale: Local</u> | % | Not Applicable |
| Links to DP Families: 2.4.1 - A-SMGCS Routing and Planning Functions | | | |
| LYPG - Podgorica Airport | | | |
| Since the implementation of the AOP13 is not planned this objective is not applicable. | | | - |

| | | | |
|---|--|----|-----------------|
| AOP17 | Provision/integration of departure planning information to NMOC <i>Applicability and timescale: Local</i> | 0% | Not yet planned |
| LYPG - Podgorica Airport | | | |
| At this stage, no plan has been elaborated. | | | - |

| | | | |
|---|--|---|----------------|
| AOP18 | Runway Status Lights (RWSL) <i>Applicability and timescale: Local</i> | % | Not Applicable |
| LYPG - Podgorica Airport | | | |
| There is no need to implement this objective (there are no complex airport layouts and the traffic is not at a high level). | | | - |

| | | | |
|---|---|-------------|----------------------|
| ATC02.2 | Implement ground based safety nets - Short Term Conflict Alert (STCA) - level 2 for en-route operations <u>Timescales:</u> Initial operational capability: 01/01/2008 Full operational capability: 31/01/2013 | 100% | Completed |
| Links to OI Steps: CM-0801 Links to ICAO ASBUs: B0-SNET | | | |
| The implementation of STCA - level 2 was done under the FAMUS Project. | | | - |
| ASP (By:01/2013) | | | |
| SMATSA | | 100% | Completed |
| STCA is implemented in the current system and is applied in the en-route portion of the airspace over Montenegro, and within the Podgorica TMA. | | - | - |
| ATC02.2-ASP01 | Implement STCA function for en-route operations | | by:31/01/2013 |
| SMATSA | - | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y |
| | | | - |
| 2 | The upgrade of ground systems to support the STCA function has been procured | 30% | Y |
| | | | - |
| 3 | The upgrade of ground systems to support the STCA function has been installed | 35% | Y |
| | | | - |
| 4 | The upgrade of ground systems to support the STCA function is tested, validated and in operational use | 25% | Y |
| | | | - |
| ATC02.2-ASP02 | Align ATCO training with the use of STCA ground-based safety tools | | by:31/01/2013 |
| SMATSA | - | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y |
| | | | - |
| 2 | Training for the concerned personnel is ongoing | 40% | Y |
| | | | - |
| 3 | Training for the concerned personnel is completed | 50% | Y |
| | | | - |
| ATC02.2-ASP03 | Develop safety assessment for the changes | | by:31/01/2013 |
| SMATSA | - | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y |
| | | | - |
| 2 | Safety Assessment drafted | 30% | Y |
| | | | - |
| 3 | Safety Assessment delivered to the competent authority | 60% | Y |
| | | | - |

| | | | |
|--|--|------|---------------|
| ATC02.8 | Ground-Based Safety Nets <u>Timescales:</u> Initial operational capability: 01/01/2009 Full operational capability: 31/12/2016 | 67% | Late |
| Links to OI Steps: CM-0801 Links to ICAO ASBUs: B0-SNET, B1-SNET Links to DP Families: 3.2.1 - Upgrade of ATM systems (NM, ANSPs, AUs) to support Direct Routings (DCTs) and Free Routing Airspace (FRA) | | | |
| APW and MSAW have been implemented in 2014. There are intentions to implement APM function with a new system towards 2020. | | | 31/12/2020 |
| ASP (By:12/2016) | | | |
| SMATSA | | 67% | Late |
| APW and MSAW have been implemented in 2014. There are intentions to implement APM function with a new system towards 2020. | | | 31/12/2020 |
| ATC02.8-ASP01 | Implement the APW function | | by:31/12/2016 |
| SMATSA | - | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y |
| 2 | The upgrade of ground systems to support the APW function has been procured | 30% | Y |
| 3 | The upgrade of ground systems to support the APW function has been installed | 35% | Y |
| 4 | The upgrade of ground systems to support the APW function is tested, validated and in operational use | 25% | Y |
| ATC02.8-ASP02 | Align ATCO training with the use of APW ground-based safety tools | | by:31/12/2016 |
| SMATSA | - | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y |
| 2 | Training for the concerned personnel is ongoing | 40% | Y |
| 3 | Training for the concerned personnel has been completed | 50% | Y |
| ATC02.8-ASP03 | Implement the MSAW function | | by:31/12/2016 |
| SMATSA | - | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y |
| 2 | The upgrade of ground systems to support the MSAW function has been procured | 30% | Y |
| 3 | The upgrade of ground systems to support the MSAW function has been installed | 35% | Y |
| 4 | The upgrade of ground systems to support the MSAW function is tested, validated and in operational use | 25% | Y |
| Comment: 31/01/2014 | | | |
| ATC02.8-ASP04 | Align ATCO training with the use of MSAW ground-based safety tools | | by:31/12/2016 |
| SMATSA | - | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y |
| 2 | Training for the concerned personnel is ongoing | 40% | Y |
| 3 | Training for the concerned personnel has been completed | 50% | Y |
| ATC02.8-ASP05 | Implement the APM function | | by:31/12/2016 |
| SMATSA | - | 0% | Late |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N |

| | | | |
|---|---|-----|---------------|
| | | | - |
| 2 | The upgrade of ground systems to support the APM function has been procured by the ANSP | 30% | N |
| | | | 31/12/2020 |
| Comment: There are intentions to be implemented with a new system towards 2020. | | | |
| 3 | The upgrade of ground systems to support the APM function has been installed | 35% | N |
| | | | - |
| 4 | The upgrade of ground systems to support the APM function is tested, validated and in operational use | 25% | N |
| | | | - |
| ATC02.8-ASP06 | Align ATCO training with the use of APM ground-based safety tools | | by:31/12/2016 |
| SMATSA | - | 0% | Late |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N |
| | | | - |
| 2 | Training for the concerned personnel is ongoing | 40% | N |
| | | | - |
| 3 | Training for the concerned personnel has been completed | 50% | N |
| | | | 31/12/2020 |

| | | | |
|--|--|------|----------------|
| ATC02.9 | Short Term Conflict Alert (STCA) for TMAs <u>Timescales:</u> Initial operational capability: 01/01/2018 Full operational capability: 31/12/2020 | 100% | Completed |
| There is no operational need at the moment to use of a multi-hypothesis algorithm. The same STCA algorithm is used in TMA and in en-route. | | | 31/01/2014 |
| ASP (By:12/2020) | | | |
| SMATSA | | 100% | Completed |
| There is no operational need at the moment to use of a multi-hypothesis algorithm. The same STCA algorithm is used in TMA and in en-route. | | | 31/01/2014 |
| ATC02.9-ASP01 | Implement the STCA function in TMA | | by:31/12/2020 |
| SMATSA | - | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y |
| | | | - |
| 2 | The upgrade of ground systems to support the STCA function in TMA has been procured by the ANSP | 30% | Y |
| | | | - |
| 3 | The upgrade of ground systems to support the STCA function in TMA has been tested & validated by the ANSP | 35% | Y |
| | | | - |
| 4 | The upgrade of ground systems to support the STCA function in TMA has been deployed & available for operational use by the ANSP | 25% | Y |
| | | | 31/01/2014 |
| Comment: The same algorithm is used in TMA and in en-route. | | | |
| ATC02.9-ASP02 | Improve the STCA functionality | | by:- |
| SMATSA | - | % | Not Applicable |
| Comment: The same algorithm is used in TMA and in en-route. | | | |
| 1 | Activity started (e.g. Project kicked-off) | 10% | NA |
| | | | - |
| 2 | System/Function procured | 30% | NA |
| | | | - |
| 3 | System/Function tested & validated | 35% | NA |
| | | | - |
| 4 | System/Function deployed & available for operational use | 25% | NA |
| | | | - |
| ATC02.9-ASP03 | Develop and implement ATC procedures related to the use of STCA in TMA | | by:31/12/2020 |
| SMATSA | - | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y |
| | | | - |
| 2 | Procedures for the use of STCA function in TMA drafted | 30% | Y |
| | | | - |
| 3 | Procedures for the use of STCA function in TMA agreed, tested and validated | 35% | Y |
| | | | - |
| 4 | Procedures for the use of STCA function in TMA implemented, i.e. in operational use | 25% | Y |
| | | | 31/01/2014 |
| ATC02.9-ASP04 | Align ATCO training with the use of STCA in TMA | | by:31/12/2020 |
| SMATSA | - | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y |
| | | | - |
| 2 | The training plans and training packages for the use of STCA function in TMA have been drafted by the ANSP | 10% | Y |
| | | | - |
| 3 | The training plans and training packages for the use of STCA function in TMA have been approved/released by the ANSP | 20% | Y |
| | | | - |
| 4 | Training for the concerned personnel is ongoing | 40% | Y |
| | | | 31/01/2014 |
| 5 | Training for the concerned personnel has been completed | 20% | Y |
| | | | - |

| | | | |
|---------------|---|-------------|------------------|
| ATC02.9-ASP05 | Develop a local safety assessment | | by:31/12/2020 |
| SMATSA | - | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y |
| | | | - |
| 2 | Local safety assessment has been drafted | 30% | Y |
| | | | - |
| 3 | Local safety assessment has been submitted to the NSA | 60% | Y |
| | | | - |

| | | | |
|--|--|-----|-----------------------|
| ATC07.1 | AMAN Tools and Procedures <u>Timescales:</u> - not applicable - | % | Not Applicable |
| Links to OI Steps: TS-0102 Links to ICAO ASBUs: B0-RSEQ Links to DP Families: 1.1.1 - Basic AMAN | | | |
| LYPG - Podgorica Airport (Outside Applicability Area) | | | |
| Podgorica Airport is outside of applicability area. There is no operational justification to implement the tool, at present. | | | - |
| ASP (By:12/2019) | | | |
| SMATSA | | % | Not Applicable |
| - | - | | - |
| ATC07.1-ASP01 | Implement initial basic arrival management tools | | by:- |
| SMATSA | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | NA |
| | | | - |
| 2 | System/Function procured | 30% | NA |
| | | | - |
| 3 | System/Function installed | 60% | NA |
| | | | - |
| ATC07.1-ASP02 | Implement initial basic AMAN procedures | | by:- |
| SMATSA | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | NA |
| | | | - |
| 2 | Procedures for operational use of basic AMAN tools drafted | 30% | NA |
| | | | - |
| 3 | Procedures agreed, tested & validated | 35% | NA |
| | | | - |
| 4 | Procedures implemented, i.e. basic AMAN tools in operational use | 25% | NA |
| | | | - |
| ATC07.1-ASP03 | Adapt TMA organisation to accommodate use of basic AMAN | | by:- |
| SMATSA | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | NA |
| | | | - |
| 2 | Adaptation of TMA organisation is drafted | 30% | NA |
| | | | - |
| 3 | Adaptation of TMA organisation is agreed, tested and validated | 35% | NA |
| | | | - |
| 4 | Adaptation of TMA organisation is implemented so that it can accommodate the operational use of basic AMAN | 25% | NA |
| | | | - |
| ATC07.1-ASP04 | Adapt ground ATC systems to support basic AMAN functions | | by:- |
| SMATSA | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | NA |
| | | | - |
| 2 | New ATC System compliant to basic AMAN tool procured, or existing system adapted accordingly | 30% | NA |
| | | | - |
| 3 | New or adapted ATC System tested & validated | 35% | NA |
| | | | - |
| 4 | New or adapted ATC System deployed & available for operational use | 25% | NA |
| | | | - |

| | | | |
|--|--|------|----------------|
| ATC12.1 | Automated Support for Conflict Detection, Resolution Support Information and Conformance Monitoring <u>Timescales:</u> Initial operational capability: 01/01/2015 Full operational capability: 31/12/2021 | 100% | Completed |
| Links to OI Steps: CM-0202, CM-0203, CM-0205, CM-0207-A Links to ICAO ASBUs: B1-FRTO Links to DP Families: 3.2.1 - Upgrade of ATM systems (NM, ANSPs, AUs) to support Direct Routings (DCTs) and Free Routing Airspace (FRA) | | | |
| MTCD was implemented in 2011, but resolution support function and associated procedures are not supported by the system. Plan to implement TCT by the end of 2021. | | | 01/05/2011 |
| ASP (By:12/2021) | | | |
| SMATSA | | 100% | Completed |
| TCT and resolution support functions are not supported by the system. | | | 01/05/2011 |
| ATC12.1-ASP01 | Implement MTCD and associated procedures | | by:31/12/2021 |
| SMATSA | - | 100% | Completed |
| 1 | Project/task to implement MTCD and resolution support functions has been kicked off | 10% | Y |
| | | | - |
| 2 | MTCD have been procured | 30% | Y |
| | | | - |
| 3 | MTCD have been installed, tested, validated and ready for operational use | 35% | Y |
| | | | - |
| 4 | MTCD are used operationally | 25% | Y |
| | | | 01/05/2011 |
| ATC12.1-ASP02 | Implement resolution support function and associated procedures | | by:31/12/2021 |
| SMATSA | - | % | Not Applicable |
| Comment: Implemented MTCD without resolution support. Resolution support functions are not supported by current system. | | | |
| 1 | Activity started (e.g. Project kicked-off) | 10% | NA |
| | | | - |
| 2 | New/upgraded ATM system supporting resolution support function in the context of MTCD procured | 30% | NA |
| | | | - |
| 3 | New/upgraded ATM system supporting resolution support function in the context of MTCD are tested, validated and in operational use | 35% | NA |
| | | | - |
| 4 | Procedures implementing resolution support function in the context of MTCD used operationally | 25% | NA |
| | | | - |
| ATC12.1-ASP03 | Implement TCT and associated procedures | | by:31/12/2021 |
| SMATSA | - | % | Not Applicable |
| Comment: TCT and resolution support functions are not supported by current system. | | | |
| 1 | Project/task to implement TCT and resolution support functions has been kicked off | 10% | NA |
| | | | - |
| 2 | TCT have been procured | 30% | NA |
| | | | - |
| 3 | TCT have been installed, tested, validated and ready for operational use | 35% | NA |
| | | | - |
| 4 | TCT related procedures are used operationally | 25% | NA |
| | | | - |
| ATC12.1-ASP04 | Implement MONA functions | | by:31/12/2021 |
| SMATSA | - | 100% | Completed |
| 1 | Project/task to implement MONA tool and related functions has been kicked off | 10% | Y |
| | | | - |
| 2 | MONA tool and related functions have been procured | 30% | Y |
| | | | - |

| | | | | |
|---------------|----------|--|------|---------------|
| | 3 | MONA tool and related functions have been installed, tested, validated and ready for operational use | 35% | Y |
| | | | | - |
| | 4 | MONA tool and related functions are used operationally | 25% | Y |
| | | | | 01/05/2011 |
| ATC12.1-ASP05 | | Perform ATCO training for the use of CDT (MTCD and or TCT), resolution support and MONA related functions | | by:31/12/2021 |
| SMATSA | | - | 100% | Completed |
| | Comment: | ATCO training for the use of MTCD and MONA related functions was completed in April 2011. Training on resolution support function and associated procedures will be planned if the decision is taken to implement them. | | |
| | 1 | Activity started (e.g. Project kicked-off) | 10% | Y |
| | | | | - |
| | Comment: | ATCO training for the use of MTCD and MONA related functions was completed in April 2011. | | |
| | 2 | Training ongoing | 40% | Y |
| | | | | - |
| | Comment: | ATCO training for the use of MTCD and MONA related functions was completed in April 2011. | | |
| | 3 | Training completed | 50% | Y |
| | | | | - |
| | Comment: | ATCO training for the use of MTCD and MONA related functions was completed in April 2011. | | |
| ATC12.1-ASP06 | | Develop safety assessment for the changes | | by:31/12/2021 |
| SMATSA | | - | 100% | Completed |
| | Comment: | Safety assessment for the use of MTCD and MONA related functions was completed in May 2011. Safety assessment of implementation of resolution support function and associated procedures will be conducted if the decision is taken to implement them. | | |
| | 1 | Activity started (e.g. Project kicked-off) | 10% | Y |
| | | | | - |
| | Comment: | Safety assessment for the use of MTCD and MONA related functions was completed in May 2011. | | |
| | 2 | Safety assessment drafted | 40% | Y |
| | | | | - |
| | Comment: | Safety assessment for the use of MTCD and MONA related functions was completed in May 2011. | | |
| | 3 | Safety assessment delivered to the competent authority | 50% | Y |
| | | | | - |
| | Comment: | Safety assessment for the use of MTCD and MONA related functions was completed in May 2011. | | |

| | | | |
|---|---|-----|----------------|
| ATC15.1 | Information Exchange with En-route in Support of AMAN (Outside Applicability Area) <u>Timescales:</u> - not applicable - | % | Not Applicable |
| Links to OI Steps: TS-0305 Links to ICAO ASBUs: B1-RSEQ Links to DP Families: 1.1.2 - AMAN Upgrade to include Extended Horizon function | | | |
| There is no operational justification to implement this tool. | | | - |
| ASP (By:12/2019) | | | |
| SMATSA | | % | Not Applicable |
| There is no operational justification to implement this tool. | | | - |
| ATC15.1-ASP01 | Develop safety assessment for the changes | | by:- |
| SMATSA | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | NA |
| | | | - |
| 2 | Safety assessment drafted | 40% | NA |
| | | | - |
| 3 | Safety assessment delivered to the competent authority | 50% | NA |
| | | | - |
| ATC15.1-ASP02 | Adapt the ATC systems that will implement arrival management functionality in En-Route sectors in support of AMAN operations in adjacent/subjacent TMAs | | by:- |
| SMATSA | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | NA |
| | | | - |
| 2 | AMAN function compliant to the use in En-Route developed/procured | 30% | NA |
| | | | - |
| 3 | AMAN function compliant to the use in En-Route installed | 60% | NA |
| | | | - |
| ATC15.1-ASP03 | Implement ATC procedures in En-Route airspace/sectors that will implement AMAN information and functionality | | by:- |
| SMATSA | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | NA |
| | | | - |
| 2 | Procedures for the use of AMAN function in En-Route drafted | 30% | NA |
| | | | - |
| 3 | Procedures for the use of AMAN function agreed, tested & validated | 35% | NA |
| | | | - |
| 4 | Procedures for the use of AMAN function implemented, i.e. in operational use | 25% | NA |
| | | | - |
| ATC15.1-ASP04 | Train operational and technical staff and update Training Plans | | by:- |
| SMATSA | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | NA |
| | | | - |
| 2 | Training ongoing | 40% | NA |
| | | | - |
| 3 | Training completed | 50% | NA |
| | | | - |

| | | | |
|---|--|-----|----------------|
| ATC15.2 | Arrival Management Extended to En-route Airspace (Outside Applicability Area) <u>Timescales:</u> - not applicable - | % | Not Applicable |
| Links to OI Steps: TS-0305-A [E] Links to ICAO ASBUs: B1-RSEQ Links to DP Families: 1.1.2 - AMAN Upgrade to include Extended Horizon function | | | |
| There is no operational justification to implement this tool. | | | - |
| ASP (By:12/2023) | | | |
| SMATSA | | % | Not Applicable |
| There is no operational justification to implement this tool. | | | - |
| ATC15.2-ASP01 | Upgrade ATC systems to support extended AMAN | | by:- |
| SMATSA | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N |
| | | | - |
| 2 | New/upgraded ATC systems supporting extended AMAN procured | 30% | N |
| | | | - |
| 3 | New/upgraded ATC systems supporting extended AMAN installed | 60% | N |
| | | | - |
| ATC15.2-ASP02 | Implement ATC procedures to support extended AMAN | | by:- |
| SMATSA | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N |
| | | | - |
| 2 | Procedures to support extended AMAN drafted | 30% | N |
| | | | - |
| 3 | Procedures to support extended AMAN agreed, tested & validated | 35% | N |
| | | | - |
| 4 | Procedures to support extended AMAN implemented | 25% | N |
| | | | - |
| ATC15.2-ASP03 | Develop, and deliver as necessary, a safety assessment | | by:- |
| SMATSA | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N |
| | | | - |
| 2 | Safety Assessment drafted | 30% | N |
| | | | - |
| 3 | Safety Assessment delivered to the competent authority | 60% | N |
| | | | - |
| ATC15.2-ASP04 | Establish Bilateral agreements | | by:- |
| SMATSA | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N |
| | | | - |
| 2 | Bilateral arrangements (LoA or MoU) with concerned neighbouring ACCs drafted | 30% | N |
| | | | - |
| 3 | Bilateral arrangements (LoA or MoU) with concerned neighbouring ACCs signed | 60% | N |
| | | | - |
| ATC15.2-ASP05 | Ensure that all operational personnel concerned is adequately trained | | by:- |
| SMATSA | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N |
| | | | - |
| 2 | Training ongoing | 40% | N |
| | | | - |
| 3 | Training completed | 50% | N |
| | | | - |

| | | | |
|--|--|------|---------------|
| ATC16 | Implement ACAS II compliant with TCAS II change 7.1 <u>Timescales:</u> Initial operational capability: 01/03/2012 Full operational capability: 31/12/2015 | 100% | Completed |
| Links to Enablers: PRO-AC-21 Links to ICAO ASBUs: B0-ACAS | | | |
| Montenegro has transposed Commission Regulation (EU) No 1332/2011. All aircraft in Montenegro that are required to be equipped with ACAS are equipped with ACAS II (TCAS 7.1). Training of the ANSP personnel was completed in 2012. | | | - |
| REG (By:12/2015) | | | |
| Montenegro CAA | | 100% | Completed |
| Montenegro has transposed Commission Regulation (EU) No 1332/2011. All aircraft in Montenegro that are required to be equipped with ACAS are equipped with ACAS II (TCAS 7.1). | | | - |
| ATC16-REG01 | Supervise compliance with regulatory provisions | | by:31/12/2015 |
| Montenegro CAA | - | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y |
| | | | - |
| 2 | Ensure that all concerned aircraft in the State of Registry under its oversight are equipped with certified ACAS II equipment | 30% | Y |
| | | | - |
| 3 | Ensure that these ACAS II equipment have received airworthiness certificate, in compliance with applicable EASA certification material | 30% | Y |
| | | | - |
| 4 | Ensure that all concerned aircraft operators in the State of Registry under its oversight have received an operational approval in compliance with applicable EASA material | 30% | Y |
| | | | - |
| ATC16-REG02 | Provide airworthiness certification | | by:31/12/2015 |
| Montenegro CAA | - | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y |
| | | | - |
| 2 | Provide percentage of aircraft in the State of Registry under its responsibility having received airworthiness certification for ACAS II (TCAS 7.1) (use the overwrite percentage box) | 90% | Y |
| | | | - |
| ATC16-REG03 | Deliver operational approval for ACAS II version 7.1 equipped aircraft | | by:31/12/2015 |
| Montenegro CAA | - | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y |
| | | | - |
| 2 | Provide percentage of applicable aircraft having received operational approval for ACAS II version 7.1 (use the overwrite percentage box) | 90% | Y |
| | | | - |
| ASP (By:03/2012) | | | |
| SMATSA | | 100% | Completed |
| Training completed in March 2012. | | | - |
| ATC16-ASP01 | Train controllers | | by:01/03/2012 |
| SMATSA | - | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y |
| | | | - |
| 2 | Training ongoing | 40% | Y |
| | | | - |
| 3 | Training completed | 50% | Y |
| | | | - |
| ATC16-ASP02 | Establish ACAS II (TCAS II version 7.1) performance monitoring | | by:01/03/2012 |
| SMATSA | - | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y |
| | | | - |
| 2 | System/upgrade procured, if necessary | 30% | Y |

| | | | |
|---|---|----------|-----------------------|
| | | | - |
| 3 | Procedures for implementing a monitoring system of the performance of ACAS in the ATC environment, by means of regular incident occurrence reporting, investigation and analysis, have been drafted | 35% | Y |
| | | | - |
| 4 | Procedures/system for monitoring the performance of ACAS in the ATC environment, by means of regular incident occurrence reporting, investigation and analysis, are in use | 25% | Y |
| | | | - |
| Comment: The monitoring of performance is done by means of existing occurrence reporting, investigation and analyses. | | | |
| MIL (By:12/2015) | | | |
| Military Authority | | % | Not Applicable |
| Military traffic is at a very low level and there are no transport-type nor tactical aircraft in Montenegro. | | | - |
| ATC16-MIL01 | Equip and put into service transport-type aircraft with ACAS II (TCAS II version 7.1) capability | | by:31/12/2015 |
| Military Authority | | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N |
| | | | - |
| 2 | Provide percentage of applicable service transport-type aircraft equipped with ACAS II (TCAS 7.1) (use the overwrite percentage box) | 90% | N |
| | | | - |
| ATC16-MIL02 | Train aircrews of tactical aircraft (not ACAS II equipped) | | by:31/03/2012 |
| Military Authority | | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N |
| | | | - |
| 2 | Training ongoing | 40% | N |
| | | | - |
| 3 | Training completed | 50% | N |
| | | | - |

| | | | |
|---|--|------|----------------|
| ATC17 | Electronic Dialogue as Automated Assistance to Controller during Coordination and Transfer <u>Timescales:</u> Initial operational capability: 01/01/2013 Full operational capability: 31/12/2018 | 88% | Late |
| Links to OI Steps: CM-0201 Links to DP Families: 3.2.1 - Upgrade of ATM systems (NM, ANSPs, AUs) to support Direct Routings (DCTs) and Free Routing Airspace (FRA) | | | |
| Messages are supported by the system and not yet used in Coordination process using OLDI messages but only for sector coordination and coordination between ATCC and APP Podgorica. The date for the operational use is provisional and depends on the capabilities of the neighbouring units. | | | 31/12/2020 |
| ASP (By:12/2018) | | | |
| SMATSA | | 88% | Late |
| Messages are supported by the system and not yet used in Coordination process using OLDI messages but only for sector coordination and coordination between ATCC and APP Podgorica. The date for the operational use is provisional and depends on the capabilities of the neighbouring units. | | | 31/12/2020 |
| ATC17-ASP01 | Develop safety assessment for the changes | | by:31/12/2018 |
| SMATSA | Podgorica TMA/APP | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y |
| | | | - |
| 2 | Safety assessment drafted | 30% | Y |
| | | | - |
| 3 | Safety assessment delivered to the competent authority | 60% | Y |
| | | | 31/05/2015 |
| Comment: | Completed through FHA, PSSA and SSA for FAMUS DPS system. | | |
| ATC17-ASP02 | Upgrade and put into service ATC system to support the Basic procedure (specifically PAC and COD) | | by:31/12/2018 |
| SMATSA | Podgorica TMA/APP | % | Not Applicable |
| Comment: | System supports PAC and COD but there is no need for operational use. | | |
| 1 | Project/task to implement ATC System to support OLDI Basic Procedures (specifically PAC and COD) has been kicked off | 13% | Y |
| | | | - |
| 2 | ATC System to support OLDI Basic Procedures (specifically PAC and COD) has been procured | 40% | Y |
| | | | - |
| 3 | ATC System to support OLDI Basic Procedures (specifically PAC and COD) has been installed | 47% | Y |
| | | | - |
| 4 | ATC System to support Basic Procedures (specifically PAC and COD) is used operationally | 25% | NA |
| | | | - |
| Comment: | System supports PAC and COD but for the time being it has been decided not to use it. | | |
| ATC17-ASP03 | Upgrade and put into service ATC system to support electronic dialogue procedure in Transfer of communication process | | by:31/12/2018 |
| SMATSA | Podgorica TMA/APP | 75% | Late |
| Comment: | Messages are supported by the system but not yet used operationally. | | |
| 1 | Project/task to implement ATC System to support electronic dialogue procedure in Transfer of communication process (ROF, COF, TIM, HOP, MAS and SDM) has been kicked off | 10% | Y |
| | | | - |
| 2 | ATC System to support electronic dialogue procedure in Transfer of communication process (ROF, COF, TIM, HOP, MAS and SDM) has been procured | 30% | Y |
| | | | - |
| 3 | ATC System to support electronic dialogue procedure in Transfer of communication process (ROF, COF, TIM, HOP, MAS and SDM) have been installed | 35% | Y |
| | | | - |
| 4 | | 25% | N |

| | | | |
|-------------|--|------|---------------|
| | ATC System to support electronic dialogue procedure in Transfer of communication process (ROF, COF, TIM, HOP, MAS and SDM) is used operationally | | 31/12/2020 |
| Comment: | Transfer of communication process is used operationally for internal sector coordination only. The date for the operational use is provisional and depends on the capabilities of the neighbouring units. | | |
| ATC17-ASP04 | Upgrade and put into service ATC system to support electronic dialogue procedure in Coordination process | | by:31/12/2018 |
| SMATSA | Podgorica TMA/APP | 75% | Late |
| Comment: | Messages are supported by the system and not yet used in coordination process using OLDI messages but only for sector coordination and coordination between ATCC and APP Podgorica. The date for the operational use is provisional and depends on the capabilities of the neighbouring units. | | |
| 1 | Project/task to implement ATC System to support electronic dialogue procedure in coordination process (RAP, RRV, CDN, ACP, RJC and SBY) has been kicked off | 10% | Y |
| | | | - |
| 2 | ATC System to support electronic dialogue procedure in coordination process (RAP, RRV, CDN, ACP, RJC and SBY) have been procured | 30% | Y |
| | | | - |
| 3 | ATC System to support electronic dialogue procedure in coordination process (RAP, RRV, CDN, ACP, RJC and SBY) have been installed | 35% | Y |
| | | | 30/06/2011 |
| 4 | ATC System to support electronic dialogue procedure in coordination process (RAP, RRV, CDN, ACP, RJC and SBY) is used operationally | 25% | N |
| | | | 31/12/2020 |
| Comment: | Messages are supported by the system and not yet used in coordination process using OLDI messages but only for sector coordination and coordination between ATCC and APP Podgorica. The date for the operational use is provisional and depends on the capabilities of the neighbouring units. | | |
| ATC17-ASP05 | Train ATC staff for applying electronic dialogue procedure | | by:31/12/2018 |
| SMATSA | Podgorica TMA/APP | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y |
| | | | - |
| 2 | Training ongoing | 40% | Y |
| | | | - |
| 3 | Training completed | 50% | Y |
| | | | 31/12/2014 |
| Comment: | Training has been conducted. Additional refresher courses will be conducted in due time. | | |

| | | | |
|---|--|---|----------------|
| ATC18 | Multi-Sector Planning En-route - 1P2T <i>Applicability and timescale: Local</i> | % | Not Applicable |
| Present sector configuration does not allow 1P2T. | | | - |

| | | | |
|--|---|---|----------------|
| ATC19 | Enhanced AMAN-DMAN integration <i>Applicability and timescale: Local</i> | % | Not Applicable |
| ATC07.1 AMAN is not applicable. There is no operational justification to implement this objective. | | | - |

| | | | |
|--|---|------|------------|
| ATC20 | Enhanced STCA with down-linked parameters via Mode S EHS <i>Applicability and timescale: Local</i> | 100% | Completed |
| Completed as a part of software and hardware upgrade of FAMUS TopSky-ATC system. | | | 24/05/2018 |

| | | | |
|--|---|----------------|-----------------------|
| COM10 | Migrate from AFTN to AMHS <u>Timescales:</u> Initial operational capability: 01/12/2011 Full operational capability: 31/12/2018 | 100% | Completed |
| Links to Enablers: CTE-C06c | | | |
| Since the new AFTN/AMHS system is implemented by FAMUS project, migration from AFTN to AMHS will be done after successful tests performed with adjacent COM centres and software upgrade which includes additional AMHS features – AMC import and AMHS statistical export. | | | 31/12/2019 |
| ASP (By:12/2018) | | | |
| SMATSA | | 100% | Completed |
| Basic AMHS features has been upgraded with new features - AMC import and AMHS statistical export in 2016. and validated. Operational use of first AMHS international line started in July 2017. | | NewPENS | 31/12/2019 |
| COM10-ASP01 | Implement AMHS capability (Basic ATSMHS) and gateway facilities to AFTN | | by:31/12/2011 |
| SMATSA | - | 100% | Completed |
| 1 | Project/task to upgrade the existing COM centres to provide basic AMHS capability has been kicked off | 10% | Y |
| | | | - |
| 2 | Basic AMHS functions procured | 30% | Y |
| | | | - |
| 3 | Basic AMHS functions installed | 35% | Y |
| | | | - |
| 4 | Basic AMHS functions tested, validated & in operational use | 25% | Y |
| | | | 30/06/2017 |
| Comment: Basic AMHS features will be upgraded with new features – AMC import and AMHS statistical export in 2016 and validated. Operational use of first AMHS international line is planned for beginning of 2017. | | | |
| COM10-ASP02 | Implement regional boundary gateways | | by:31/12/2011 |
| SMATSA | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | NA |
| | | | - |
| 2 | Interfaces to non-European AFTN and to AMHS network outside the EUR Region procured | 30% | NA |
| | | | - |
| 3 | Interfaces to non-European AFTN and to AMHS network outside the EUR Region installed | 35% | NA |
| | | | - |
| 4 | Interfaces to non-European AFTN and to AMHS network outside the EUR Region tested, validated & in operational use | 25% | NA |
| | | | - |
| COM10-ASP03 | Enhance AMHS capability (Extended ATSMHS) | | by:31/12/2018 |
| SMATSA | - | 100% | Completed |
| 1 | Project/task for enhancing AMHS capability has kicked off | 10% | Y |
| | | | 31/10/2017 |
| 2 | Extended AMHS functions procured | 30% | Y |
| | | | 31/08/2018 |
| 3 | Extended AMHS functions installed | 35% | Y |
| | | | 31/12/2018 |
| 4 | Extended AMHS functions tested, validated & in operational use | 25% | Y |
| | | | 31/12/2019 |
| Comment: AFTN/AMHS system will be upgraded with Extended ATSMHS functionalities. | | | |
| COM10-ASP04 | Ensure the conformity of AMHS systems and associated procedures | | by:31/12/2018 |
| SMATSA | - | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y |
| | | | - |
| 2 | AMHS systems conformity documentation and associated procedures drafted | 30% | Y |
| | | | - |
| 3 | AMHS declaration of verification is submitted to NSA | 60% | Y |
| | | | 31/12/2016 |

| | | | |
|-------------|--|------|---------------|
| Comment: | AMHS interoperability tests have been successfully performed with adjacent COM centres in Bucharest, Sofia, Banja Luka and Budapest as well as trilateral tests between COM centres Belgrade, Bucharest and Sofia. | | |
| COM10-ASP05 | Organise personnel awareness and training | | by:31/12/2018 |
| SMATSA | - | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y |
| | | | - |
| 2 | Training of personnel ongoing | 40% | Y |
| | | | - |
| 3 | Training of personnel completed | 50% | Y |
| | | | 31/12/2015 |
| Comment: | SMATSA personnel have been trained for basic AMHS technologies. Additional trainings, procedures and operation manuals have to be organized/developed. | | |
| COM10-ASP06 | Participate in AMC activities for ATS Messaging Management | | by:31/12/2018 |
| SMATSA | - | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y |
| | | | - |
| 2 | AMC Procedures for Cooperating COM Centres (CCC) operators have been implemented as defined in the ATS Messaging Management Manual | 90% | Y |
| | | | - |
| Comment: | SMATSA has been registered to use AMC application. | | |

| | | | | |
|--|--|--|------------|---------------|
| COM11.1 | Voice over Internet Protocol (VoIP) in En-Route <u>Timescales:</u> Initial operational capability: 01/01/2013 Full operational capability: 31/12/2021 | | 60% | Ongoing |
| Links to DP Families: 3.1.4 - Management of dynamic airspace configurations, 3.2.1 - Upgrade of ATM systems (NM, ANSPs, AUs) to support Direct Routings (DCTs) and Free Routing Airspace (FRA) | | | | |
| SMATSA is planning to implement Voice over Internet Protocol (VoIP) in ATM. | | | | 31/12/2020 |
| ASP (By:12/2021) | | | | |
| SMATSA | | | 60% | Ongoing |
| SMATSA is planning to implement Voice over Internet Protocol (VoIP) in ATM. | | Air-Ground radio network upgrade / Implementation of Voice and Data transfer over Internet Protocol (IP) in ATM / SWIM | 31/12/2020 | |
| COM11.1-ASP01 | Develop safety assessment for the changes | | | by:31/12/2021 |
| SMATSA | - | | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y | 31/12/2015 |
| 2 | Safety assessment conducted and relevant documentation drafted | 30% | Y | 31/12/2017 |
| Comment: Due to delay in public procurement process. | | | | |
| 3 | Safety assessment documentation approved and submitted to NSA | 60% | Y | 01/12/2018 |
| COM11.1-ASP03 | Upgrade and put into service Voice Communication Systems to support VoIP inter-centre telephony | | | by:31/12/2021 |
| SMATSA | - | | 40% | Ongoing |
| 1 | Project/task for upgrading or buying a new VCS to support VoIP inter-centre telephony has kicked off | 10% | Y | 30/06/2015 |
| 2 | Upgrade or new Voice Communication System procured | 30% | Y | 31/03/2017 |
| Comment: Due to delay in public procurement process. | | | | |
| 3 | Upgrade or new Voice Communication System installed | 35% | N | 31/03/2020 |
| 4 | Upgrade or new Voice communication system tested, validated & in operation use | 25% | N | 31/12/2020 |
| Comment: After Voice Communication Systems upgrade, testing and provision of necessary authorisations, systems will be put into service. | | | | |
| COM11.1-ASP04 | Upgrade and put into service Voice Communication Systems to support VoIP links to the ground radio stations | | | by:31/12/2021 |
| SMATSA | - | | 40% | Ongoing |
| 1 | Project/task for upgrading or buying a new VCS to support VoIP links to the ground radio stations has kicked off | 10% | Y | 31/12/2015 |
| 2 | Upgrade or new Voice Communication System procured | 30% | Y | 31/03/2017 |
| Comment: Due to delay in public procurement process. | | | | |
| 3 | Voice Communication System installed | 35% | N | 31/03/2020 |
| 4 | Voice communication system tested, validated & in operation use | 25% | N | 31/12/2020 |
| Comment: After Voice Communication Systems upgrade, testing and provision of necessary authorisations, systems will be put into service. | | | | |

| | | | |
|---|---|------|-----------------|
| COM11.2 | Voice over Internet Protocol (VoIP) in Airport/Terminal <u>Timescales:</u> Initial operational capability: 01/01/2013 Full operational capability: 31/12/2023 | 60% | Ongoing |
| Links to Enablers: CTE-C05a, CTE-C05b | | | |
| The objective is planned according to VoIP implementation roadmap. | | | 31/12/2020 |
| ASP (By:12/2023) | | | |
| SMATSA | | 60% | Ongoing |
| SMATSA is planning to implement Voice over Internet Protocol (VoIP) in ATM. VoIP links to ground radio stations are planned to be implemented only to the radio stations on sites that are used both for ACC and Airport/Terminal purposes, but not to the radio stations on sites that are used for Airport/Terminal solely. | | | 31/12/2020 |
| COM11.2-ASP01 | Develop safety assessment for the changes | | by:31/12/2023 |
| SMATSA | - | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y 31/12/2015 |
| 2 | Document drafted | 30% | Y 31/12/2017 |
| 3 | Document approved/released | 60% | Y 01/12/2018 |
| COM11.2-ASP03 | Upgrade and put into service Voice Communication Systems to support VoIP inter-centre telephony | | by:31/12/2023 |
| SMATSA | - | 40% | Ongoing |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y 30/06/2015 |
| 2 | System/Function procured | 30% | Y 31/03/2017 |
| 3 | System/Function tested & validated | 35% | N - |
| 4 | System/Function deployed & available for operational use | 25% | N 31/12/2020 |
| COM11.2-ASP04 | Upgrade and put into service Voice Communication Systems to support VoIP links to the ground radio stations | | by:31/12/2023 |
| SMATSA | - | 40% | Ongoing |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y 30/06/2015 |
| 2 | System/Function procured | 30% | Y 31/03/2017 |
| 3 | System/Function tested & validated | 35% | N 30/06/2020 |
| 4 | System/Function deployed & available for operational use | 25% | N 31/12/2020 |

| | | | | |
|---|--|---|---------|-----------------|
| COM12 | New Pan-European Network Service (NewPENS) | | 20% | Late |
| | Timescales: | | | |
| | Initial operational capability: 01/01/2018 | | | |
| | Full operational capability (Other stakeholders): 31/12/2024 | | | |
| Links to Enablers: CTE-C06b | | | | |
| Links to ICAO ASBUs: B1-SWIM | | | | |
| Links to DP Families: 5.1.2 - NewPENS: New Pan-European Network Service, 5.2.1 - Stakeholders Internet Protocol Compliance | | | | |
| SMATSA is planning to implement New Pan-European Network Service. Podgorica airport assessed that there is no need to join new PENS at this time. | | | | 31/12/2023 |
| ASP (By:12/2024) | | | | |
| SMATSA | | | 20% | Late |
| Objective will be achieved by the end of 2023. | | | NewPENS | 31/12/2023 |
| COM12-ASP01 | Provide NewPENS connectivity infrastructure | | | by:31/12/2024 |
| SMATSA | - | | 40% | Ongoing |
| | 1 | Project/task for deploying NewPENS connectivity infrastructure has kicked off | 10% | Y 31/12/2016 |
| | 2 | NewPENS connectivity infrastructure is procured | 30% | Y 31/12/2018 |
| | 3 | NewPENS connectivity infrastructure is installed | 35% | N 30/01/2020 |
| | 4 | NewPENS connectivity infrastructure is tested, validated & available for use | 25% | N 31/03/2020 |
| COM12-ASP02 | Migrate to NewPENS | | | by:31/12/2024 |
| SMATSA | - | | 0% | Late |
| | 1 | Activity started (e.g. Project kicked-off) | 10% | N - |
| | 2 | Migration Plan to NewPENS developed | 30% | N - |
| | 3 | Migration to NewPENS ongoing | 35% | N - |
| | 4 | Migration to NewPENS completed | 25% | N 31/12/2023 |
| APO (By:12/2024) | | | | |
| Podgorica Airport | | | % | Not Applicable |
| Podgorica airport assessed that there is no need to join new PENS at this time. | | | - | - |
| COM12-APO01 | Migrate to NewPENS, if deemed beneficial | | | by:31/12/2024 |
| Podgorica Airport | - | | % | Not Applicable |
| Comment: Podgorica airport assessed that there is no need to join new PENS at this time. | | | | |
| | 1 | Activity started (e.g. Project kicked-off) | 10% | NA - |
| | 2 | Migration Plan to NewPENS developed | 30% | NA - |
| | 3 | Migration to NewPENS ongoing | 35% | NA - |
| | 4 | Migration to NewPENS completed | 25% | NA - |

| | | | |
|--|---|-----|----------------|
| ENV01 | Continuous Descent Operations (CDO) <u>Timescales:</u> - not applicable - | % | Not Applicable |
| Links to OI Steps: AOM-0701, AOM-0702-A Links to ICAO ASBUs: B0-CDO, B1-CDO | | | |
| LYPG - Podgorica Airport (Outside Applicability Area) | | | |
| Airports in Montenegro are outside the applicability area. | | | - |
| ASP (By:12/2023) | | | |
| SMATSA | | % | Not Applicable |
| Currently only tentative plans exist regarding this objective. | | | - |
| ENV01-ASP01 | Implement rules and procedures for the application of CDO techniques | | by:- |
| SMATSA | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | NA |
| 2 | CDO Rules & Procedures have been drafted | 30% | NA |
| 3 | CDO Rules & Procedures have been tested & validated | 35% | NA |
| 4 | CDO Rules & Procedures have been published in the local/State AIP | 25% | NA |
| ENV01-ASP02 | Design and implement CDO procedures enabled by PBN | | by:- |
| SMATSA | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N |
| 2 | CDO Procedures enabled by PBN developed | 30% | N |
| 3 | CDO Procedures enabled by PBN tested & validated | 35% | N |
| 4 | CDO Procedures enabled by PBN published in AIP | 25% | N |
| ENV01-ASP03 | Train controllers in the application of CDO techniques whenever practicable | | by:- |
| SMATSA | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | NA |
| 2 | The training of Air traffic Controllers on the application of CDO techniques is ongoing | 40% | NA |
| 3 | The training of Air traffic Controllers on the application of CDO techniques has been completed | 50% | NA |
| ENV01-ASP04 | Monitor and measure the execution of CDO | | by:- |
| SMATSA | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N |
| 2 | Procedures for monitoring and measurement of CDO execution drafted | 30% | N |
| 3 | Procedures for monitoring and measurement of CDO execution tested & validated | 35% | N |
| 4 | Procedures for monitoring and measurement of CDO execution in operational use | 25% | N |
| APO (By:12/2023) | | | |
| Montenegro Airports | | % | Not Applicable |
| No plan for implementation at present. The issue is more related to the work technology of ANSP. | | | - |

| | | | |
|---------------------|---|----------------|----------------|
| ENV01-APO01 | Monitor and measure the execution of CDO | | by:- |
| Montenegro Airports | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | NA |
| | | | - |
| 2 | CDO Procedures are supported by the Airport Operator | 40% | NA |
| | | | - |
| 3 | A monitoring and performance measurement process, including a feedback process to the ANSP and users has been established | 25% | NA |
| | | | - |
| 4 | A main link with the local community, including information sessions is available | 25% | NA |
| | | | - |

| | | | |
|--|---|---|----------------|
| ENV02 | Airport Collaborative Environmental Management <i>Applicability and timescale: Local</i> | % | Not Applicable |
| LYPG - Podgorica Airport | | | |
| There is no operational justification for the implementation of this objective for the time span of this document. | | | - |

| | | | |
|---|--|----|-----------------|
| ENV03 | Continuous Climb Operations (CCO) <i>Applicability and timescale: Local</i> | 0% | Not yet planned |
| LYPG - Podgorica Airport | | | |
| At this stage, no plan has been elaborated. | | | - |

| | | | |
|---|---|------|----------------|
| FCM01 | Implement enhanced tactical flow management services <u>Timescales:</u> Initial operational capability: 01/08/2001 Full operational capability: 31/12/2006 | 100% | Completed |
| Links to OI Steps: IS-0102 Links to ICAO ASBUs: B0-NOPS | | | |
| No direct benefit for ANSP, but the objective has been implemented through FAMUS project. | | | - |
| ASP (By:07/2014) | | | |
| SMATSA | | 100% | Completed |
| No direct benefit for ANSP, but the objective has been implemented through FAMUS project. | | | - |
| FCM01-ASP01 | Supply ETFMS with Basic Correlated Position Data | | by:31/12/2004 |
| SMATSA | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N |
| | | | - |
| 2 | System/upgrade procured | 30% | N |
| | | | - |
| 3 | ATC system is capable of automatically supplying ETFMS with Basic Correlated Position Data | 35% | N |
| | | | - |
| 4 | Reception by NM of Basic Correlated Position Data has been ensured | 25% | N |
| | | | - |
| FCM01-ASP02 | Supply ETFMS with Standard Correlated Position Data | | by:31/12/2006 |
| SMATSA | - | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y |
| | | | - |
| 2 | System/upgrade procured | 30% | Y |
| | | | - |
| 3 | ATC system is capable of automatically supplying ETFMS with Standard Correlated Position Data | 35% | Y |
| | | | - |
| 4 | Reception by NM of Standard Correlated Position Data has been ensured | 25% | Y |
| | | | - |
| FCM01-ASP03 | Receive and process ATFM data from the NM | | by:31/12/2001 |
| SMATSA | - | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y |
| | | | - |
| 2 | System/upgrade procured | 30% | Y |
| | | | - |
| 3 | ATC system is capable of receiving and processing ATFM data from the NM | 35% | Y |
| | | | - |
| 4 | Capability to receive and process ATFM data from the NM is used in operations | 25% | Y |
| | | | - |
| FCM01-ASP04 | Inform NM of flight activations and estimates for ATFM purposes | | by:31/12/1999 |
| SMATSA | - | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y |
| | | | - |
| 2 | System/upgrade procured | 30% | Y |
| | | | - |
| 3 | ATC system is capable of automatically informing NM of flight activations and estimates for ATFM purposes | 35% | Y |
| | | | - |
| 4 | Reception by NM of FSA messages for flight activations and estimates for ATFM purposes has been ensured | 25% | Y |
| | | | - |
| FCM01-ASP06 | Inform NM of re-routings inside FDPA for ATFM purposes | | by:31/12/2006 |
| SMATSA | - | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y |

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

| | | | |
|---|---|------|---------------|
| FCM03 | Collaborative Flight Planning <u>Timescales:</u> Initial operational capability: 01/01/2000 Full operational capability: 31/12/2017 | 100% | Completed |
| Links to OI Steps: IS-0102 Links to ICAO ASBUs: B0-NOPS Links to DP Families: 4.2.3 - Interface ATM systems to NM systems | | | |
| The objective completed within the framework of the FAMUS project. | | | 31/05/2011 |
| ASP (By:12/2017) | | | |
| SMATSA | | 100% | Completed |
| The objective completed within the framework of the FAMUS project.Messages are manually handled, although the ATM system is capable to exchange messages. | | | 31/05/2011 |
| FCM03-ASP01 | Provide flight plan message processing in ICAO format | | by:31/12/1995 |
| SMATSA | Podgorica TMA/APP | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y |
| | | | - |
| 2 | System/upgrade procured | 30% | Y |
| | | | - |
| 3 | ATC system is capable of automatically processing flight plan messages in ICAO format | 35% | Y |
| | | | - |
| 4 | Capability to automatically process flight plan messages in ICAO format is used in operation | 25% | Y |
| | | | - |
| FCM03-ASP02 | Automatically process FPLs derived from RPLs | | by:31/12/1995 |
| SMATSA | Podgorica TMA/APP | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y |
| | | | - |
| 2 | System/upgrade procured | 30% | Y |
| | | | - |
| 3 | ATC system is capable of receiving and automatically processing IFPS output derived from RPL to suppress the need for RPL bulk-output from IFPS | 35% | Y |
| | | | - |
| 4 | Capability to automatically process FPLs derived from RPLs is used in operations | 25% | Y |
| | | | - |
| FCM03-ASP03 | Provide flight plan message processing in ADEXP format | | by:31/12/2012 |
| SMATSA | - | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y |
| | | | - |
| 2 | System/upgrade procured | 30% | Y |
| | | | - |
| 3 | ATC system is able to receive and process flight plan data from IFPS in ADEXP format | 35% | Y |
| | | | - |
| 4 | Capability to receive and process flight plan data in ADEXP format is used in operations | 25% | Y |
| | | | 31/05/2011 |
| Comment: Implemented with the new system. | | | |
| FCM03-ASP04 | Processing of APL and ACH messages | | by:31/12/1999 |
| SMATSA | - | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y |
| | | | - |
| 2 | System/upgrade procured | 30% | Y |
| | | | - |
| 3 | ATC system capable of automatically processing real-time updates to flight plan information as provided by IFPS via APL and ACH messages | 35% | Y |
| | | | - |
| 4 | | 25% | Y |

| | | | |
|--|--|------|---------------|
| | Capability to automatically process APL and ACH messages is used in operations | | 31/10/2006 |
| Comment: Messages are manually handled, although the ATM system is capable to exchange messages. | | | |
| FCM03-ASP05 | Automatically provide AFP for missing flight plans | | by:31/12/2017 |
| SMATSA | - | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y |
| | | | - |
| 2 | System/upgrade procured | 30% | Y |
| | | | - |
| 3 | ATC system is able to automatically generate AFP messages for missing flight plans | 35% | Y |
| | | | - |
| 4 | Reception by NM of automatically generated AFP messages for missing flight plans has been ensured | 25% | Y |
| | | | 31/10/2006 |
| Comment: Messages are manually handled, although the ATM system is capable to exchange messages. Many of the test cases went through automatically during testing of AFP messages, performed on 23th November 2018. Another evaluation needed to check the corrected software version. | | | |
| FCM03-ASP06 | Automatically provide AFP message for change of route | | by:31/12/2017 |
| SMATSA | - | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y |
| | | | - |
| 2 | System/upgrade procured | 30% | Y |
| | | | - |
| 3 | ATC system is able to automatically generate AFP messages for change of route | 35% | Y |
| | | | - |
| 4 | Reception by NM of automatically generated AFP messages for change of route has been ensured | 25% | Y |
| | | | 31/10/2006 |
| Comment: Messages are manually handled, although the ATM system is capable to exchange messages. | | | |
| FCM03-ASP07 | Automatically provide AFP message for a diversion | | by:31/12/2017 |
| SMATSA | - | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y |
| | | | - |
| 2 | System/upgrade procured | 30% | Y |
| | | | - |
| 3 | ATC system is able to automatically generate AFP messages for diversion | 35% | Y |
| | | | - |
| 4 | Reception by NM of automatically generated AFP messages for diversion has been ensured | 25% | Y |
| | | | 31/10/2006 |
| Comment: Messages are manually handled, although the ATM system is capable to exchange messages. | | | |
| FCM03-ASP08 | Automatically provide AFP message for a change of flight rules or flight type | | by:31/12/2017 |
| SMATSA | - | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y |
| | | | - |
| 2 | System/upgrade procured | 30% | Y |
| | | | - |
| 3 | ATC system is able to automatically generate AFP messages for change of flight rules or flight type | 35% | Y |
| | | | - |
| 4 | Reception by NM of automatically generated AFP messages for change of flight rules or flight type has been ensured | 25% | Y |
| | | | 31/10/2006 |
| Comment: Messages are manually handled, although the ATM system is capable to exchange messages. | | | |
| FCM03-ASP09 | Automatically provide AFP message for a change of requested cruising level | | by:31/12/2017 |
| SMATSA | - | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y |
| | | | - |

| | | | | |
|--|--|---|------|---------------|
| | 2 | System/upgrade procured | 30% | Y |
| | | | | - |
| | 3 | ATC system is able to automatically generate AFP messages for change of requested cruising level | 35% | Y |
| | | | | - |
| | 4 | Reception by NM of automatically generated AFP messages for change of requested cruising level has been ensured | 25% | Y |
| | | | | 31/10/2006 |
| Comment: Messages are manually handled, although the ATM system is capable to exchange messages. | | | | |
| FCM03-ASP13 | Automatically provide AFP message for change of aircraft type | | | by:31/12/2017 |
| SMATSA | - | | 100% | Completed |
| | 1 | Activity started (e.g. Project kicked-off) | 10% | Y |
| | | | | - |
| | 2 | System/upgrade procured | 30% | Y |
| | | | | - |
| | 3 | ATC system is able to automatically generate AFP messages for change of aircraft type | 35% | Y |
| | | | | - |
| | 4 | Reception by NM of automatically generated AFP messages for change of aircraft type has been ensured | 25% | Y |
| | | | | 31/10/2006 |
| Comment: Messages are manually handled, although the ATM system is capable to exchange messages. | | | | |
| FCM03-ASP14 | Automatically provide AFP message for change of aircraft equipment | | | by:31/12/2017 |
| SMATSA | - | | 100% | Completed |
| | 1 | Activity started (e.g. Project kicked-off) | 10% | Y |
| | | | | - |
| | 2 | System/upgrade procured | 30% | Y |
| | | | | - |
| | 3 | ATC system is able to automatically generate AFP messages for change of aircraft equipment | 35% | Y |
| | | | | - |
| | 4 | Reception by NM of automatically generated AFP messages for change of aircraft equipment has been ensured | 25% | Y |
| | | | | 31/10/2006 |
| Comment: Messages are manually handled, although the ATM system is capable to exchange messages. | | | | |

| | | | |
|---|---|-----|-----------------|
| FCM04.2 | Short Term ATFCM Measures (STAM) - Phase 2 <u>Timescales:</u> Full operational capability: 31/12/2021 | 0% | Not yet planned |
| Links to OI Steps: DCB-0308 [E] Links to Enablers: ER APP ATC 17 Links to DP Families: 4.1.2 - STAM Phase 2 | | | |
| Currently only tentative planes exist regarding this objective. | | | - |
| ASP (By:12/2021) | | | |
| SMATSA | | 0% | Not yet planned |
| Currently only tentative planes exist regarding this objective. | | | - |
| FCM04.2-ASP01 | Develop STAM procedures and upgrade the local systems | | by:- |
| SMATSA | - | 0% | Not yet planned |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N |
| | | | - |
| 2 | Upgrade the local STAM systems has been procured | 30% | N |
| | | | - |
| 3 | Upgrade the local STAM systems has been installed | 35% | N |
| | | | - |
| 4 | Local STAM system tested, validated and in operational use | 25% | N |
| | | | - |
| FCM04.2-ASP02 | Use of STAM phase 2 | | by:- |
| SMATSA | - | 0% | Not yet planned |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N |
| | | | - |
| 2 | STAM phase 2 procedures agreed, tested & validated | 65% | N |
| | | | - |
| 3 | STAM phase 2 procedures are in operational use | 25% | N |
| | | | - |
| FCM04.2-ASP03 | Train the personnel | | by:- |
| SMATSA | - | 0% | Not yet planned |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N |
| | | | - |
| 2 | Training ongoing | 40% | N |
| | | | - |
| 3 | Training completed | 50% | N |
| | | | - |

| | | | |
|--|---|-----|-------------------|
| FCM05 | Interactive Rolling NOP Timescales: Initial operational capability: 01/09/2013 Full operational capability: 31/12/2021 | 0% | Planned |
| Links to OI Steps: DCB-0102, DCB-0103-A [E] Links to ICAO ASBUs: B1-ACDM, B1-NOPS Links to DP Families: 4.2.2 - Interactive Rolling NOP, 4.2.4 - AOP/NOP information sharing | | | |
| Automated ASM support is planned to be integrated into the NM system by 2021. | | | 31/12/2021 |
| ASP (By:12/2021) | | | |
| SMATSA | | 0% | Planned |
| Automated ASM support is planned to be integrated into the NM system by 2021. | | | 31/12/2021 |
| FCM05-ASP04 | Develop and implement ATFCM procedures for interaction with the NOP | | by:31/12/2021 |
| SMATSA | - | 0% | Planned |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N |
| | | | - |
| 2 | ATFCM procedures related to interaction with the NOP drafted | 30% | N |
| | | | - |
| 3 | ATFCM procedures related to interaction with the NOP agreed, tested & validated | 35% | N |
| | | | - |
| 4 | ATFCM procedures related to interaction with the NOP implemented | 25% | N |
| | | | 31/12/2021 |
| Comment: Implementation of ATFCM procedures related to interaction with the NOP is planned to be integrated into the NM system by 2021. | | | |
| FCM05-ASP05 | Train the relevant personnel for interaction with the NOP | | by:31/12/2021 |
| SMATSA | - | 0% | Planned |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N |
| | | | - |
| 2 | Training ongoing | 40% | N |
| | | | - |
| 3 | Training completed | 50% | N |
| | | | 31/12/2021 |
| APO (By:12/2021) | | | |
| Montenegro Airports | | % | Not Applicable |
| There are no coordinated airports in Montenegro. AOP11 is not applicable therefore no AOP information is available. | | | - |
| FCM05-APO01 | Provide the required data to the Network Manager for DDR | | by:31/12/2017 |
| Montenegro Airports | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | NA |
| | | | - |
| 2 | Airport slot information provided to DDR | 90% | NA |
| | | | - |
| FCM05-APO02 | Perform the integration of the AOP with the NOP | | by:31/12/2021 |
| Montenegro Airports | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | NA |
| | | | - |
| 2 | System allowing the exchange of information between the AOP and the NOP procured | 30% | NA |
| | | | - |
| 3 | System allowing the exchange of information between the AOP and the NOP tested & validated | 35% | NA |
| | | | - |
| 4 | System allowing the exchange of information between the AOP and the NOP deployed & available for operational use | 25% | NA |
| | | | - |

| | | | | |
|---|--|---|------------|------------|
| FCM06 | Traffic Complexity Assessment <u>Timescales:</u> Full operational capability: 31/12/2021 | | 20% | Late |
| Links to OI Steps: CM-0101, CM-0103-A [E] Links to Enablers: NIMS-20 Links to DP Families: 4.4.2 - Traffic Complexity Tools | | | | |
| SMATSA is planning to implement this objective in 2022. | | | | 29/03/2022 |
| ASP (By:12/2021) | | | | |
| SMATSA | | | 20% | Late |
| SMATSA is planning to implement this objective in 2022. | | Upgrade of functionality of the DPS with the transition to TopSky System, step2 | 29/03/2022 | |
| FCM06-ASP01 | Implement Local Traffic Load Management tool | | | by:- |
| SMATSA | - | | 40% | Late |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y | 04/02/2019 |
| 2 | Local Traffic Load Management tool procured | 30% | Y | 29/08/2019 |
| 3 | Local Traffic Load Management tool installed | 60% | N | 29/03/2022 |
| FCM06-ASP02 | Receive, process and integrate ETFMS Flight Data (EFD) | | | by:- |
| SMATSA | - | | 10% | Late |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y | 29/08/2019 |
| 2 | FDP adaptation to receive, process and integrate EFD procured | 30% | N | 06/06/2021 |
| 3 | FDP adaptation to receive, process and integrate EFD installed | 60% | N | 29/03/2022 |
| FCM06-ASP03 | Implement Local Traffic Complexity tools and procedures | | | by:- |
| SMATSA | - | | 10% | Late |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y | 29/08/2019 |
| 2 | Procedures for the use of Traffic Complexity tools drafted | 30% | N | 06/06/2021 |
| 3 | Procedures for the use of Traffic Complexity tools tested & validated | 35% | N | 26/02/2022 |
| 4 | Procedures for the use of Traffic Complexity tools in operational use | 25% | N | 29/03/2022 |

| | | | |
|---|--|-----|-----------------|
| FCM08 | Extended Flight Plan <u>Timescales:</u> Initial operational capability: 01/01/2016 Full operational capability: 31/12/2021 | 0% | Not yet planned |
| Links to DP Families: 4.2.3 - Interface ATM systems to NM systems | | | |
| The concept is still very generic in respect to the ANSP. At current maturity level of Extended Flight Plan applications, SMATSA is waiting for more guidance material to be available. | | | - |
| ASP (By:12/2021) | | | |
| SMATSA | | 0% | Not yet planned |
| Currently only tentative planes exist regarding this objective. | | | - |
| FCM08-ASP01 | Upgrade the ground systems and develop the associated procedures. | | by:31/12/2021 |
| SMATSA | Podgorica TMA/APP | 0% | Not yet planned |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N |
| | | | - |
| 2 | Upgrade to ground systems enabling the reception and processing of EFPL information via FF-ICE/1 has been procured | 30% | N |
| | | | - |
| 3 | Upgrade to ground systems enabling the reception and processing of EFPL information via FF-ICE/1 has been installed | 35% | N |
| | | | - |
| 4 | Systems enabling the reception and processing of EFPL information via FF-ICE/1 have been tested, validated and are in operations | 25% | N |
| | | | - |
| FCM08-ASP02 | Develop, and deliver as necessary, a safety assessment | | by:31/12/2021 |
| SMATSA | Podgorica TMA/APP | 0% | Not yet planned |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N |
| | | | - |
| 2 | Safety Assessment drafted | 30% | N |
| | | | - |
| 3 | Safety Assessment delivered to the competent authority | 60% | N |
| | | | - |

| | | | | |
|---|--|--|------|-----------------|
| INF07 | Electronic Terrain and Obstacle Data (eTOD) | | 0% | Not yet planned |
| | <u>Timescales:</u> Initial operational capability: 01/11/2014 Full operational capability: 31/05/2018 | | | |
| | | | | |
| Links to Enablers: AIMS-16 | | | | |
| Links to DP Families: 1.2.2 - Geographic database for procedure design | | | | |
| There are no plans to implemet this objective for the time being. Only electronic terrain data is available. | | | | - |
| REG (By:05/2018) | | | | |
| Montenegro CAA | | | 0% | Not yet planned |
| There are no plans to implemet this objective for the time being. Only electronic terrain data is available. | | | - | - |
| INF07-REG01 | Establish National TOD policy | | | by:30/11/2015 |
| Montenegro CAA | - | | 0% | Not yet planned |
| 1 | Activity started (e.g. Project kicked-off) | | 10% | N |
| | | | | - |
| 2 | National TOD policy and implementation programme coordinated with stakeholders and drafted | | 30% | N |
| | | | | - |
| 3 | National TOD policy and implementation programme approved and established | | 60% | N |
| | | | | - |
| INF07-REG02 | Establish TOD regulatory framework | | | by:31/12/2017 |
| Montenegro CAA | - | | 0% | Not yet planned |
| 1 | Activity started (e.g. Project kicked-off) | | 10% | N |
| | | | | - |
| 2 | Development and updating of national rules and regulations affecting eTOD drafted, including the identification of aerodromes (area 2,3 and4) where TOD should be provided | | 30% | N |
| | | | | - |
| 3 | TOD regulatory framework established, list of aerodromes included in EUR ANP/FASID and, where appropriate, changes to State legislation initiated | | 60% | N |
| | | | | - |
| INF07-REG03 | Establish oversight of TOD implementation | | | by:31/12/2017 |
| Montenegro CAA | - | | 0% | Not yet planned |
| 1 | Activity started (e.g. Project kicked-off) | | 10% | N |
| | | | | - |
| 2 | Draft the plans and procedures to oversight the TOD implementation, in accordance with TOD Policy and framework | | 30% | N |
| | | | | - |
| 3 | Plans and procedures agreed and approved, ready to initiate oversight | | 60% | N |
| | | | | - |
| INF07-REG04 | Verify the regulatory compliance of TOD implementation | | | by:31/05/2018 |
| Montenegro CAA | - | | 0% | Not yet planned |
| 1 | Activity started (e.g. Project kicked-off) | | 10% | N |
| | | | | - |
| 2 | Initiation of the oversight in accordance with international TOD requirements and the regulatory framework | | 30% | N |
| | | | | - |
| 3 | Approval of the reports and results coming from the verification and compliance | | 60% | N |
| | | | | - |
| ASP (By:05/2018) | | | | |
| SMATSA | | | 0% | Not yet planned |
| Smatsa is intending to implement eTOD, but awaiting the development of a National TOD policy before creating its related plans. | | | SWIM | - |
| INF07-ASP01 | Plan the required activities for the collection, management and provision of TOD in accordance with national TOD policy | | | by:30/11/2015 |
| SMATSA | - | | 0% | Not yet planned |
| 1 | Activity started (e.g. Project kicked-off) | | 10% | N |
| | | | | - |

| | | | | |
|-------------------------|---|---|-----|-----------------|
| | 2 | Plan/roadmap coordinated and drafted | 30% | N |
| | | | | - |
| | 3 | Plan/roadmap approved | 60% | N |
| | | | | - |
| INF07-ASP02 | | Implement the collection, management and provision of TOD in accordance with the national TOD policy and regulatory framework | | by:31/05/2018 |
| SMATSA | - | | 0% | Not yet planned |
| | 1 | Activity started (e.g. Project kicked-off) | 10% | N |
| | | | | - |
| | 2 | Identify the requirements and adjustments required to ensure the collection, management and provision of TOD | 30% | N |
| | | | | - |
| | 3 | Requirements and adjustments implemented in accordance with national TOD and regulatory framework | 60% | N |
| | | | | - |
| APO (By:05/2018) | | | | |
| Podgorica Airport | - | | 0% | Not yet planned |
| | - | | | - |
| INF07-APO01 | | Plan the required activities for the collection, management and provision of TOD in accordance with national TOD policy | | by:30/11/2015 |
| Podgorica Airport | - | | 0% | Not yet planned |
| | 1 | Activity started (e.g. Project kicked-off) | 10% | N |
| | | | | - |
| | 2 | Plan/roadmap coordinated and drafted | 30% | N |
| | | | | - |
| | 3 | Plan/roadmap approved | 60% | N |
| | | | | - |
| INF07-APO02 | | Implement the collection, management and provision of TOD in accordance with the national TOD policy and regulatory framework | | by:31/05/2018 |
| Podgorica Airport | - | | 0% | Not yet planned |
| | 1 | Activity started (e.g. Project kicked-off) | 10% | N |
| | | | | - |
| | 2 | Identify the requirements and adjustments required to ensure the collection, management and provision of TOD | 30% | N |
| | | | | - |
| | 3 | Requirements and adjustments implemented in accordance with national TOD and regulatory framework | 60% | N |
| | | | | - |

| | | | |
|---|--|-----|-----------------|
| INF08.1 | Information Exchanges using the SWIM Yellow TI Profile <u>Timescales:</u> - not applicable - | 0% | Planned |
| Links to OI Steps: IS-0901-A [E], MET-0101 [E] Links to ICAO ASBUs: B1-DATM, B1-SWIM Links to DP Families: 5.1.3 - Common SWIM Infrastructure Components, 5.1.4 - Common SWIM PKI and Cybersecurity, 5.2.1 - Stakeholders Internet Protocol Compliance, 5.2.2 - Stakeholders SWIM Infrastructure Components, 5.2.3 - Stakeholders SWIM PKI and Cybersecurity, 5.3.1 - Upgrade/Implement Aeronautical Information Exchange System/Service, 5.4.1 - Upgrade/Implement Meteorological Information Exchange System/Service, 5.5.1 - Upgrade/Implement Cooperative Network Information Exchange System/Service, 5.6.1 - Upgrade/Implement Flight Information Exchange System/Service supported by Yellow Profile | | | |
| SMATSA is planning to implement this objective by the end of 2024. | | | 31/12/2024 |
| ASP (By:12/2024) | | | |
| SMATSA | | 0% | Planned |
| SMATSA is planning to implement this objective by the end of 2024.. | | - | 31/12/2024 |
| INF08.1-ASP01 | Implement Aeronautical information exchanges | | by:- |
| SMATSA | - | % | Planned |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N 01/01/2023 |
| 2 | New/upgraded local infrastructure components supporting SWIM Yellow Profile exchange services were procured. | 15% | N 31/12/2024 |
| 3 | Aeronautical Information exchanges were procured. | 15% | N 31/12/2024 |
| 4 | New/upgraded local infrastructure components supporting SWIM Yellow Profile exchange services are installed, tested, validated and in operational use. | 20% | N 31/12/2024 |
| 5 | Aeronautical Information exchanges are installed, tested, validated and in operational use. Is the EUROCONTROL SWIM Registry used? Please indicate. | 40% | - |
| INF08.1-ASP02 | Implement Meteorological Information exchanges | | by:- |
| SMATSA | - | 0% | Planned |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N 01/01/2023 |
| 2 | New/upgraded local infrastructure components supporting SWIM Yellow Profile exchange services were procured. | 15% | N 31/12/2024 |
| 3 | Meteorological Information exchanges were procured. | 15% | N 31/12/2024 |
| 4 | New/upgraded local infrastructure components supporting SWIM Yellow Profile exchange services are installed, tested, validated and in operational use. | 20% | N 31/12/2024 |
| 5 | Meteorological Information exchanges are installed, tested, validated and in operational use. Is the EUROCONTROL SWIM Registry used? Please indicate. | 40% | N 31/12/2024 |
| INF08.1-ASP03 | Implement Cooperative Network information exchanges | | by:- |
| SMATSA | - | % | Planned |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N 01/01/2023 |
| 2 | New/upgraded local infrastructure components supporting SWIM Yellow Profile exchange services were procured. | 15% | N - |
| 3 | Cooperative Network Information exchanges were procured. | 15% | N - |
| 4 | New/upgraded local infrastructure components supporting SWIM Yellow Profile exchange services are installed, tested, validated and in operational use. | 20% | N - |
| 5 | | 40% | |

| | | | |
|---------------------------|--|-----|------------------------|
| | Cooperative Network Information exchanges are installed, tested, validated and in operational use. Is the EUROCONTROL SWIM Registry used? Please indicate. | | - |
| INF08.1-ASP04 | Implement Flight Information exchanges | | by:- |
| SMATSA | - | % | Planned |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N 01/01/2023 |
| 2 | New/upgraded local infrastructure components supporting SWIM Yellow Profile exchange services were procured. | 15% | N 31/12/2024 |
| 3 | Flight Information exchanges were procured. | 15% | N 31/12/2024 |
| 4 | New/upgraded local infrastructure components supporting SWIM Yellow Profile exchange services are installed, tested, validated and in operational use. | 20% | N 31/12/2024 |
| 5 | Flight Information exchanges are installed, tested, validated and in operational use. Is the EUROCONTROL SWIM Registry used? Please indicate. | 40% | 31/12/2024 |
| MIL (By:12/2024) | | | |
| Military Authority | | % | Not yet planned |
| | There are no plans to implement this objective for the time being. | - | - |
| INF08.1-MIL01 | Implement Aeronautical information exchanges | | by:- |
| Military Authority | - | % | Not yet planned |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N - |
| 2 | New/upgraded local infrastructure components supporting SWIM Yellow Profile exchange services were procured. | 15% | N - |
| 3 | Aeronautical Information exchanges were procured. | 15% | N - |
| 4 | New/upgraded local infrastructure components supporting SWIM Yellow Profile exchange services are installed, tested, validated and in operational use. | 20% | N - |
| 5 | Aeronautical Information exchanges are installed, tested, validated and in operational use. Is the EUROCONTROL SWIM Registry used? Please indicate. | 40% | - |
| INF08.1-MIL02 | Implement Meteorological Information exchanges | | by:- |
| Military Authority | - | % | Not yet planned |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N - |
| 2 | New/upgraded local infrastructure components supporting SWIM Yellow Profile exchange services were procured. | 15% | N - |
| 3 | Meteorological Information exchanges were procured. | 15% | N - |
| 4 | New/upgraded local infrastructure components supporting SWIM Yellow Profile exchange services are installed, tested, validated and in operational use. | 20% | N - |
| 5 | Meteorological Information exchanges are installed, tested, validated and in operational use. Is the EUROCONTROL SWIM Registry used? Please indicate. | 40% | - |
| INF08.1-MIL03 | Implement Cooperative Network information exchanges | | by:- |
| Military Authority | - | % | Not yet planned |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N - |
| 2 | New/upgraded local infrastructure components supporting SWIM Yellow Profile exchange services were procured. | 15% | N - |
| 3 | Cooperative Network Information exchanges were procured. | 15% | N |

| | | | |
|--|--|-----|-----------------|
| | | | - |
| 4 | New/upgraded local infrastructure components supporting SWIM Yellow Profile exchange services are installed, tested, validated and in operational use. | 20% | N |
| | | | - |
| 5 | Cooperative Network Information exchanges are installed, tested, validated and in operational use. Is the EUROCONTROL SWIM Registry used? Please indicate. | 40% | - |
| INF08.1-MIL04 | Implement Flight Information exchanges | | by:- |
| Military Authority | - | % | Not yet planned |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N |
| | | | - |
| 2 | New/upgraded local infrastructure components supporting SWIM Yellow Profile exchange services were procured. | 15% | N |
| | | | - |
| 3 | Flight Information exchanges were procured. | 15% | N |
| | | | - |
| 4 | New/upgraded local infrastructure components supporting SWIM Yellow Profile exchange services are installed, tested, validated and in operational use. | 20% | N |
| | | | - |
| 5 | Flight Information exchanges are installed, tested, validated and in operational use. Is the EUROCONTROL SWIM Registry used? Please indicate. | 40% | - |
| APO (By:12/2024) | | | |
| Podgorica Airport | | % | Not yet planned |
| There are no plans to implement this objective for the time being. | | | - |
| INF08.1-APO01 | Implement Aeronautical information exchanges | | by:- |
| Podgorica Airport | - | % | Not yet planned |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N |
| | | | - |
| 2 | New/upgraded local infrastructure components supporting SWIM Yellow Profile exchange services were procured | 15% | N |
| | | | - |
| 3 | Aeronautical Information exchanges were procured | 15% | N |
| | | | - |
| 4 | New/upgraded local infrastructure components supporting SWIM Yellow Profile exchange services are installed, tested, validated and in operational use | 20% | N |
| | | | - |
| 5 | Aeronautical Information exchanges are installed, tested, validated and in operational use. Is the EUROCONTROL SWIM Registry used? Please indicate. | 40% | - |
| INF08.1-APO02 | Implement Meteorological Information exchanges | | by:- |
| Podgorica Airport | - | % | Not yet planned |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N |
| | | | - |
| 2 | New/upgraded local infrastructure components supporting SWIM Yellow Profile exchange services were procured | 15% | N |
| | | | - |
| 3 | Meteorological Information exchanges were procured | 15% | N |
| | | | - |
| 4 | New/upgraded local infrastructure components supporting SWIM Yellow Profile exchange services are installed, tested, validated and in operational use | 20% | N |
| | | | - |
| 5 | Meteorological Information exchanges are installed, tested, validated and in operational use. Is the EUROCONTROL SWIM Registry used? Please indicate. | 40% | - |
| INF08.1-APO03 | Implement Cooperative Network information exchanges | | by:- |
| Podgorica Airport | - | % | Not yet planned |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N |

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

| | | | |
|---|---|---------------------------|-----------------|
| ITY-ACID | Aircraft Identification <u>Timescales:</u> Entry into force of the Regulation: 13/12/2011 System capability: 02/01/2020 | 92% | Late |
| Links to Enablers: GSURV-0101 | | | |
| SMATSA has technically implemented this objective on 08/12/2016. Plan to declare "Mode S" area and to achieve full compliance by the end of 2020. | | | 30/12/2020 |
| ASP (By:01/2020) | | | |
| SMATSA | | 92% | Late |
| SMATSA has technically implemented this objective on 08/12/2016. Plan to declare "Mode S" area and to achieve full compliance by the end of 2020. | | Secondary radar Vrsuta | 30/12/2020 |
| ITY-ACID-ASP01 | Ensure the capability of the cooperative surveillance chain, to use the downlinked aircraft identification | | by:02/01/2020 |
| SMATSA | Podgorica TMA/APP | 75% | Late |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y 08/03/2016 |
| 2 | System procured (this milestones includes procurement of a new system or the upgrade of the existing one) | 30% | Y 08/03/2016 |
| 3 | System installed | 35% | Y 08/12/2016 |
| 4 | System tested, validated and in operational use | 25% | N 30/12/2020 |
| Comment: SMATSA has upgraded TopSky-ATC system for Enhanced Mode S. | | | |
| ITY-ACID-ASP02 | Organise personnel training and awareness | | by:02/01/2020 |
| SMATSA | Podgorica TMA/APP | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y 10/10/2016 |
| 2 | Training ongoing | 40% | Y 07/12/2016 |
| 3 | Training completed | 50% | Y 08/12/2016 |
| Comment: The training plans have been updated and a training package has been developed. All concerned personnel have been trained. | | | |
| ITY-ACID-ASP03 | Develop, and deliver as necessary, a safety assessment of the changes imposed by the implementation of the capability allowing the establishment of the individual aircraft identification using the downlinked aircraft identification feature | | by:02/01/2020 |
| SMATSA | Podgorica TMA/APP | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y 25/05/2016 |
| 2 | Safety Assessment drafted | 30% | Y 25/05/2016 |
| 3 | Safety Assessment delivered to the competent authority | 60% | Y 15/06/2016 |
| Comment: Safety assessment has been delivered to the competent authority. | | | |

| | | | | |
|--|---|-----|-----|---------------|
| ITY-ADQ | Ensure Quality of Aeronautical Data and Aeronautical Information <u>Timescales:</u> Entry into force of the regulation: 16/02/2010 Article 5(4)(a), Article 5(4)(b) and Article 6 to 13 to be implemented by: 30/06/2013 Article 4, Article5(1) and Article 5(2), Article 5(3) and Article 5(4)(c) to be implemented by: 30/06/2014 All data requirements implemented by: 30/06/2017 | | 18% | Late |
| | Links to OI Steps: IS-0202, IS-0204 | | | |
| | Links to ICAO ASBUs: B0-DATM | | | |
| | Links to DP Families: 1.2.2 - Geographic database for procedure design | | | |
| | Currently, there is no legal basis for the implementation of this objective. Montenegro plans to implement this objective. | | | |
| REG (By:06/2017) | | | | |
| Montenegro CAA | | | 7% | Late |
| Commission Regulation (EU) No. 73/2010 was published in national language, but it's full implementation is postponed until Montenegro becomes EU member state. In the meantime the CAA plans to follows Data Quality Requirements defined in ICAO Doc.10066 (PANS-AIM). | | | | 31/12/2025 |
| ITY-ADQ-REG01 | Verify the compliance with data quality requirements and supervise safety assessments | | | by:30/06/2013 |
| Montenegro CAA | | | 10% | Late |
| Comment: The CAA is prepared to verify compliance with data quality requirements and review safety assessments when they become available. | | | | |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y | 31/12/2019 |
| Comment: Data quality requirements that are covered by ICAO SARPs are subject to oversight of AIS provider. | | | | |
| 2 | Verification that data quality and process requirements were met | 30% | N | 31/12/2024 |
| 3 | Supervision of safety assessment conducted | 35% | N | 31/12/2024 |
| 4 | Notification that changes were accepted | 25% | N | 31/12/2024 |
| ITY-ADQ-REG02 | Verify the establishment of formal arrangements | | | by:30/06/2013 |
| Montenegro CAA | | | 10% | Late |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y | 31/12/2019 |
| Comment: Formal arrangements are subject of oversight of AIS provider. | | | | |
| 2 | Formal arrangements have been received | 65% | N | 31/12/2022 |
| Comment: Formal arrangements are subject of oversight of AIS provider. Those that are signed are available to the CAA. | | | | |
| 3 | Formal arrangements have been verified and accepted | 25% | N | 31/12/2022 |
| Comment: Formal arrangements are subject of oversight of AIS provider. Those that are signed are acceptable to the CAA. | | | | |
| ITY-ADQ-REG04 | Verify that all parties comply with all data requirements | | | by:30/06/2017 |
| Montenegro CAA | | | 0% | Late |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N | 31/12/2024 |
| 2 | All parties publishing aeronautical data and/or aeronautical information comply with all the requirements | 65% | N | 31/12/2025 |
| 3 | An according statement of compliance has been received | 25% | N | 31/12/2025 |

| ASP (By:06/2017) | | | |
|--|---|------------|----------------------|
| SMATSA | | 36% | Late |
| SMATSA has developed the ADQ roadmap. This document contains detailed implementation plan to meet requirements of ADQ. | | AIM / SWIM | 31/12/2025 |
| ITY-ADQ-ASP01 | Implement data quality and process requirements | | by:30/06/2013 |
| SMATSA | | 10% | Late |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y |
| | | | 09/02/2010 |
| 2 | Implement data quality, evidence, origination, process, error reporting and rectification requirements. Validate and verify all tools used to support or automate processes | 30% | N |
| | | | 31/12/2024 |
| <p>Comment: Annex IV</p> <p>Part A, item 1 - partial conformity - item 2- nonconformity and other items nonconformity because not considered. DQR and DAL should be further analysed.</p> <p>Part B - conformity, item e) - opportunity for improvement; , except for item d) - nonconformity.</p> <p>Part C - conformity, items f) and k) opportunity for improvement; , except item e), i) partial conformity.</p> <p>Part D - conformity, item 6 opportunity for improvement and; item 5 -non conformity.</p> <p>Part E - , item 1-nonconformity, item 2 - conformity.</p> <p>Part F - conformity, except items c) and f) - opportunity for improvement.</p> <p>Article 6</p> <p>- Data quality requirements are planned to be implemented in accordance with Article 6. AIS will consider developing a procedure for data validation as a foundation for AIS products.</p> <p>- AIS has included change in SMATSA internal instructions to reflect period for data archiving which are in compliance with EC 73/2010 requirements.</p> | | | |
| 3 | Conduct a safety assessment, provide a safety assessment report to the NSA and if applicable provide safety arguments to the NSA | 35% | N |
| | | | 31/12/2024 |
| <p>Comment: AIS has initiated safety assessment of changes related to the implementation of ADQ requirements. During the ADQ Roadmap project, the draft version of FHA was created.</p> | | | |
| 4 | Introduction of the change into service was accepted by the NSA and a notification of acceptance has been received. An EC declaration of verification of systems and a technical file has been submitted to the NSA | 25% | N |
| | | | 31/12/2024 |
| <p>Comment: AIS has declared its intention to meet ADQ requirements and adequate preparations has started. AIS engaged consultant to produce ADQ Roadmap and Technical Specification of future ADQ compatible AIM system. During this project AIS maintained close relations with CAA. CAA is familiar with our plans and that will ease future communication and submission of Introduction of the change into service.</p> | | | |
| ITY-ADQ-ASP02 | Establish formal arrangements | | by:30/06/2013 |
| SMATSA | | 10% | Late |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y |
| | | | 23/05/2008 |
| 2 | Establish formal arrangements with other relevant parties | 40% | N |
| | | | 17/09/2022 |
| <p>Comment: AIS is in partial conformity with Annex IV part C. Formal arrangements have been signed almost all internal data originators. The arrangements have been the subject to regular review process since 2009. AIS will work with other data originators on the establishment of the rest of SLAs.</p> | | | |
| 3 | Formal arrangements signed by all relevant parties have been established | 50% | N |
| | | | 31/12/2022 |
| <p>Comment: AIS is in partial conformity with Annex IV part C. Formal arrangements have been signed almost all internal data originators. The arrangements have been the subject to regular review process since 2009. AIS will work with other data originators on the establishment of the rest of SLAs.</p> <p>During the work on the ADQ Roadmap, AIS, supported with consultancy company, organized ADQ awareness campaign. All relevant data originators are informed about ADQ requirements and the need to establish formal agreement on raw data delivery.</p> | | | |
| ITY-ADQ-ASP03 | Establish consistency mechanisms and implement timeliness requirements | | by:30/06/2013 |
| SMATSA | | 40% | Late |

| | | | |
|---------------|---|------|-----------------|
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y 09/02/2010 |
| 2 | Consistency mechanisms and timeliness requirements drafted | 30% | Y 04/04/2011 |
| 3 | Consistency mechanisms and timeliness requirements established and documented | 60% | N 31/12/2022 |
| Comment: | The requirements from Article 7 are partially implemented. Article 7(1) and (2) should be further analyzed. Article 7(3) has been implemented. Evidence: AIP Serbia / Montenegro and VFR AIP are publicly available at EAD PAMS internet site and SMATSA website. | | |
| ITY-ADQ-ASP04 | Implement personnel and performance requirements | | by:30/06/2013 |
| SMATSA | - | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y 27/10/2008 |
| 2 | Develop and maintain awareness material and implement training and competence requirements | 40% | Y 12/11/2009 |
| Comment: | All AIS operational staff are adequately trained. Depending on working position (Publication, Cartography, NOTAM, Print-shop), an employee attend in-house organized training or participate in EAD training courses (GroupEAD or Managed-AIS training centers). In-house training is organized in accordance to the AIS.TRA.002 AIS Staff Training Program. In order to qualify for the respective working position, an employee must earn adequate training certificate (defined in the Job Description Document). | | |
| 3 | Develop and maintain operating manuals and request security clearances | 50% | Y 20/05/2010 |
| Comment: | AIS premises are located in the SMATSA Training Center building at the Belgrade airport. Professional security staff that monitor main and side entrances secure the building. Every visitor is identified and his/her personal details are recorded. Visitors are not allowed to walk around the building without escort of his/her host or proper identification card. This approach prevents unauthorized access to AIS premises. Aeronautical data processes are mainly executed on EAD Client Interface Terminals. Only trained SMATSA employees are authorized to access the EAD. They have their own secret user name/password combination to access the European AIS Database when works with aeronautical data. SMATSA EAD Client Security Officer assigns data provider or data user role to respective employee depending on his/her working position and training. This approach ensures that only trained and authorized staff manipulates data used for aeronautical information publication production. AIS staff is obliged to log out from the terminal when it is not in use. Personal office computers are protected by different secret user name/password combination. This approach warrants that malicious user cannot access terminals and office computers even when they are unattended by AIS staff. | | |
| ITY-ADQ-ASP05 | Implement a quality management system and fulfil safety and security objectives | | by:30/06/2013 |
| SMATSA | - | 70% | Late |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y 21/07/2009 |
| 2 | A quality management system meeting the safety and security management objectives has been implemented, documented and is maintained | 30% | N 31/12/2025 |
| 3 | An EN ISO 9001 certificate has been obtained | 35% | Y 10/06/2010 |
| Comment: | SMATSA has been subject to the regular ISO 9001 audits since 2010. The ISO 9001:2008 certificates are re-issued every three years. The latest ISO 9001 certificate was obtained in May 2019. | | |
| 4 | Documentation related to certification has been provided to the NSA. Access authorisations have been provided | 25% | Y 30/11/2009 |
| Comment: | The first dispatch was sent to NSA in November 2009. Certification related documentation is dispatched to NSA routinely on monthly basis. | | |
| ITY-ADQ-ASP06 | Implement the common dataset and digital exchange format | | by:30/06/2014 |
| SMATSA | - | 10% | Late |

| | | | |
|---|---|-----|-----------------|
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y 23/04/2004 |
| 2 | The common dataset and digital exchange format requirements have been implemented | 30% | N 31/12/2024 |
| Comment: | SMATSA AIS has been EAD client since August 2008. EAD system is used for storage, transfer, processing and publication of aeronautical data and information in electronic form. Data are stored in the SDO - AICM/AIXM database. User can download html or xml data reports directly from the SDO. These reports can be used and transferred as regular AIXM products. SMATSA AIS uses SDO data for the production of electronic AIP (html and pdf output). eAIP is published on EAD PAMS | | |
| 3 | Safety assessment done and report, including safety arguments provided to the NSA | 35% | N 31/12/2024 |
| Comment: | QMS and Safety Management System have been implemented, documented and are maintained. Security management objectives should be further considered. | | |
| 4 | The introduction of the change into service accepted by the NSA and notification of acceptance received. An EC declaration of verification of systems and a technical file submitted to the NSA | 25% | N 31/12/2020 |
| Comment: | SMATSA letters: AIS.00-71/30 (8.2.2007); AIS.00-71/52 (20.2.2008); AIS.00-71/138 (14.4.2008); AIS.00-71/268 (10.7.2008); AIS.00-71/318 (11.8.2008); AIS.00-71/323 (12.8.2008). CAD letters: 5/3-03-0001/2007/0002 (27.2.2007); 5/3-03-0001/2007-0004 (7.3.2008); 5/3-03-0001/2007/0006 (31.7.2008); 5/3-03-0001/2007-0007 (1.8.2008). Migration of AIS processes to EAD was the last major change of SMATSA AIS functional system. The migration occurred in 2008. According to the applicable regulation in that time, SMATSA asked civil aviation authorities of Serbia and Montenegro to approve migration on EAD. Civil Aviation Directorate of Republic of Serbia (CAD) performed the audit of technical and operational readiness of SMATSA AIS to migrate to EAD. The CAD report was produced as a result of it (notification of acceptance and the report dated 31.7.2008). SMATSA AIS hasalso implemented EAD module - Briefing Facility. SMATSA produces safety assessment when necessary. The operational staffs are trained. SMATSA has received the approval for the installation of EAD Release 12 in October 2019, SMS.00-93/128 (16.10.2019.). In 2017, AIS has produced EAD Declaration of Verification which was accepted by Serbian and Montenegrin civil aviation authorities. SMATSA EAD DoV and TF are updated regularly for each EAD Release. | | |
| ITY-ADQ-ASP07 | Implement all data requirements | | by:30/06/2017 |
| SMATSA | - | 10% | Late |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y 09/02/2010 |
| 2 | All electronic data was updated and is compliant to all requirements | 65% | N 31/12/2024 |
| 3 | A statement of compliance has been provided to the NSA | 25% | N 31/12/2024 |
| Comment: | SMATSA is trying to meet all data quality requirements as much as it is applicable. | | |
| APO (By:06/2017) | | | |
| Montenegro Airports | | 0% | Not yet planned |
| Currently, there are no legal basis for the implementation of this objective. Montenegro Airports is not ready to implement this objective. | | | - |
| ITY-ADQ-APO01 | Implement data quality and process requirements | | by:30/06/2013 |
| Montenegro Airports | - | 0% | Not yet planned |
| 1 | Activity started (e.g. Project kicked-off) | 25% | N - |
| 2 | Implement data quality, evidence, origination, process, error reporting and rectification requirements. Validate and verify all tools used to support or automate processes | 75% | N - |
| 3 | Conduct a safety assessment, provide a safety assessment report to the NSA and if applicable provide safety arguments to the NSA | 35% | NA - |
| Comment: | No APOs certified as ANS. SMATSA is the only ANS provider in Montenegro. | | |

| | | | | |
|---|---|---|-----|-----------------|
| | 4 | Introduction of the change into service was accepted by the NSA and a notification of acceptance has been received. An EC declaration of verification of systems and a technical file has been submitted to the NSA | 25% | NA |
| | | | | - |
| Comment: No APOs certified as ANS. SMATSA is the only ANS provider in Montenegro. | | | | |
| ITY-ADQ-APO02 | Implement personnel and performance requirements | | | by:30/06/2013 |
| Montenegro Airports | - | | 0% | Not yet planned |
| | 1 | Activity started (e.g. Project kicked-off) | 10% | N |
| | | | | - |
| | 2 | Develop and maintain awareness material and implement training and competence requirements | 40% | N |
| | | | | - |
| | 3 | Develop and maintain operating manuals and request security clearances | 50% | N |
| | | | | - |
| ITY-ADQ-APO03 | Implement a quality management system and fulfil safety and security objectives | | | by:30/06/2013 |
| Montenegro Airports | - | | 0% | Not yet planned |
| | 1 | Activity started (e.g. Project kicked-off) | 10% | N |
| | | | | - |
| | 2 | A quality management system meeting the safety and security management objectives has been implemented, documented and is maintained | 30% | N |
| | | | | - |
| | 3 | An EN ISO 9001 certificate has been obtained | 35% | N |
| | | | | - |
| | 4 | Documentation related to certification has been provided to the NSA. Access authorisations have been provided | 25% | N |
| | | | | - |
| ITY-ADQ-APO04 | Implement the common dataset and digital exchange format requirements | | | by:30/06/2014 |
| Montenegro Airports | - | | 0% | Not yet planned |
| | 1 | Activity started (e.g. Project kicked-off) | 25% | N |
| | | | | - |
| | 2 | The common dataset and digital exchange format requirements have been implemented | 75% | N |
| | | | | - |
| Comment: No airports in Montenegro are certified as ANSP so implementation of digital exchange format requirements is NA. | | | | |
| | 3 | Safety assessment done and report, including safety arguments provided to the NSA | 35% | NA |
| | | | | - |
| Comment: No airports in Montenegro are certified as ANSP. | | | | |
| | 4 | The introduction of the change into service accepted by the NSA and notification of acceptance received. An EC declaration of verification of systems and a technical file submitted to the NSA | 25% | NA |
| | | | | - |
| Comment: No airports in Montenegro are certified as ANSP. | | | | |
| ITY-ADQ-APO05 | Implement all data quality requirements | | | by:30/06/2017 |
| Montenegro Airports | - | | 0% | Not yet planned |
| | 1 | Activity started (e.g. Project kicked-off) | 10% | N |
| | | | | - |
| | 2 | All electronic data was updated and is compliant to all requirements | 65% | N |
| | | | | - |
| | 3 | A statement of compliance has been provided to the NSA | 25% | N |
| | | | | - |

| | | | |
|--|---|-------|-----------------|
| ITY-AGDL | Initial ATC Air-Ground Data Link Services <u>Timescales:</u> ATS unit operational capability: 05/02/2018 Aircraft capability: 05/02/2020 | 46% | Late |
| Links to OI Steps: AUO-0301 Links to ICAO ASBUs: B0-TBO Links to DP Families: 6.1.1 - ATN B1 based services in ATSP domain, 6.1.3 - A/G and G/G Multi Frequency DL Network in defined European Service Areas, 6.1.4 - ATN B1 capability in Multi Frequency environment in Aircraft domain | | | |
| FIR Beograd is not listed in Annex I of Commission Regulation (EC) No 29/2009 nor Commission Regulation (EC) 2015/310. CAA has transposed Commission Regulation (EC) No. 29/2009 and Commission Regulation (EC) 2015/310 into national legislation. SMATSA plans to implement this objective by 31/12/2023. | | | 31/12/2023 |
| REG (By:02/2018) | | | |
| Montenegro CAA | | 40% | Late |
| State has transposed Commission Regulation (EC) No. 29/2009 and Commission Regulation (EC) 2015/310 into national legislation and plans to conduct all NSA tasks in accordance with it. | | | 31/12/2023 |
| ITY-AGDL-REG03 | Ensure the publication of relevant information in the national aeronautical information publication | | by:05/02/2018 |
| Montenegro CAA | - | 10% | Late |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y 31/12/2016 |
| 2 | National aeronautical information publications have been updated appropriately | 90% | N 31/12/2023 |
| ITY-AGDL-REG04 | Ensure ATN/VDL-2 availability, security policy and address management procedures | | by:05/02/2018 |
| Montenegro CAA | - | 10% | Late |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y 31/12/2016 |
| 2 | All air-ground communication services satisfying the requirements for ATN and VDL-2 have been approved by NSA | 40% | N 31/12/2023 |
| 3 | The appropriate security policy for data exchanges of the DLIC, ACM, ACL and AMC services has been approved by NSA | 25% | N 31/12/2023 |
| 4 | The harmonized procedures for managing the addressing information have been approved by NSA | 25% | N 31/12/2023 |
| ITY-AGDL-REG06 | Notify potential exemption cases to the European Commission | | by:- |
| Montenegro CAA | - | 100% | Completed |
| 1 | SLoA closed/completed in 2015 cycle | 100% | Y 31/12/2016 |
| Comment: Apart from exemption for the F70/F100 aircraft (Commission Decision C(2011)2611) no additional exemptions are foreseen. | | | |
| ASP (By:02/2018) | | | |
| SMATSA | | 48% | Late |
| The objective will be met by 12/2023. | | CPDLC | 31/12/2023 |
| ITY-AGDL-ASP01 | Ensure the conformity of communications, flight data and initial flight plan processing systems and associated procedures | | by:05/02/2018 |
| SMATSA | - | 40% | Late |
| 1 | Project/task for ensuring the conformity of communications, flight data and initial flight plan processing systems and associated procedures has kicked off | 10% | Y - |
| 2 | Air ground com. systems, flight data and initial flight plan processing systems to enable datalink communication between controllers and operators of equipped aircraft and to handle information about datalink capability of flights have been procured | 30% | Y - |

| | | | |
|----------------|--|------|-----------------|
| Comment: | Flight plan processing system is able to handle the following message set over ATN: UM117 CONTACT [unitname] [frequency], UM123 SQUAWK [code], UM179 SQUAWK IDENT, UM159 ERROR [errorinformation], UM169 Free Text, DM0 WILCO, DM1 UNABLE, DM2 STANDBY, DM62 ERROR [errorinformation], DM63 NOT CURRENT DATA AUTHORITY, DM100 LOGICAL ACKNOWLEDGMENT). | | |
| 3 | Communication, flight data and initial flight plan processing systems have been installed | 35% | N 31/12/2023 |
| Comment: | Flight plan processing system will be able to handle the mandatory set of messages defined in LINK2000+ and ATN Protected Mode (PM-CPDLC). | | |
| 4 | Associated procedures are tested, validated and applied in operation | 25% | N 31/12/2023 |
| ITY-AGDL-ASP02 | Organise personnel awareness and training | | by:05/02/2018 |
| SMATSA | - | 0% | Late |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N - |
| 3 | The training is ongoing for the personnel | 40% | N - |
| 4 | The training of the personnel is completed & operating procedures are used | 50% | N 31/12/2023 |
| ITY-AGDL-ASP03 | Ensure ground communication systems comply with air-ground communication requirements | | by:05/02/2018 |
| SMATSA | - | 100% | Completed |
| 1 | Project/task for ensuring the ground communication systems comply with air-ground communication requirements has kicked off | 10% | Y - |
| 2 | The ground communication systems and their constituents have been procured | 30% | Y - |
| 3 | The ground communication systems and their constituents have been installed | 35% | Y - |
| 4 | The ground communication systems and their constituents have been tested, validated and available for operational use | 25% | Y 19/05/2019 |
| ITY-AGDL-ASP04 | Deploy communication infrastructure to handle air-ground data link services | | by:05/02/2018 |
| SMATSA | - | 0% | Late |
| 1 | Project/task to deploy the appropriate communication infrastructure to handle air-ground data link services has kicked off | 10% | N - |
| 2 | The appropriate telecommunication infrastructure to handle the selected air-ground datalink services has been procured | 30% | N - |
| 3 | The appropriate telecommunication infrastructure to handle the selected air-ground datalink services has been installed | 35% | N - |
| 4 | The appropriate telecommunication infrastructure to handle the selected air-ground datalink services has been tested, validated & available for operation use | 25% | N 31/12/2023 |
| ITY-AGDL-ASP05 | Implement Logon Forward process | | by:05/02/2018 |
| SMATSA | Podgorica Airport / Podgorica TMA/APP | 75% | Late |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y - |
| 2 | System/upgrade procured | 30% | Y - |
| 3 | ATC system is capable of transmission and reception of logon parameters of flight data (e.g. LOF OLDI message) between ATC units | 35% | Y - |
| 4 | Procedures implementing the Logon Forward process are tested, validated and in operational use | 25% | N 31/12/2023 |
| ITY-AGDL-ASP06 | Implement Next Authority Notified process | | by:05/02/2018 |
| SMATSA | Podgorica Airport / Podgorica TMA/APP | 75% | Late |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y - |

| | | | |
|---|---|----------------|-----------------------|
| 2 | System/upgrade procured | 30% | Y |
| | | | - |
| 3 | ATC system is capable of transmission and reception of the required flight data (e.g. NAN OLDI message) between ATC units | 35% | Y |
| | | | - |
| 4 | Procedures implementing the Next Authority Notified process are tested, validated and in operational use | 25% | N |
| | | | 31/12/2023 |
| MIL (By:01/2019) | | | |
| Military Authority | | % | Not Applicable |
| Military traffic is at a very low level and there are no transport type state aircraft in Montenegro. | | | - |
| ITY-AGDL-MIL01 | Equip transport-type State aircraft | | by:01/01/2019 |
| Military Authority | | % | Not Applicable |
| 1 | Project/task for equipping the transport-type State aircraft has kicked off | 10% | NA |
| | | | - |
| 2 | 50% of applicable State aircraft equipped | 40% | NA |
| | | | - |
| 3 | 100% of applicable State aircraft equipped | 50% | NA |
| | | | - |

| | | | | |
|---|--|-----|------|----------------|
| ITY-AGVCS2 | 8,33 kHz Air-Ground Voice Channel Spacing below FL195 <u>Timescales:</u> Entry into force: 07/12/2012 New and upgraded radio equipment: 17/11/2013 New or upgraded radios on State aircraft: 01/01/2014 Interim target for freq. conversions: 31/12/2014 All radio equipment: 31/12/2017 All frequencies converted: 31/12/2018 State aircraft equipped, except those notified to EC: 31/12/2018 State aircraft equipped, except those exempted [Art 9(11)]: 31/12/2020 | | 59% | Late |
| | Links to Enablers: CTE-C01a | | | |
| Montenegro has transposed Commission Implementing Regulation (EU) No. 1079/2012 in 2014 to provide for the legal basis for the implementation of this objective. ANSP's voice communication systems have been upgraded to support 8.33kHz channel spacing. All aircraft, including state aircraft, are equipped with 8.33kHz radios. Operational 8.33 kHz deployment will be done simultaneously with Serbia. | | | | 31/12/2020 |
| REG (By:12/2018) | | | | |
| Montenegro CAA | | | 55% | Late |
| Montenegro has transposed Commission Implementing Regulation (EU) No. 1079/2012 in 2014 to provide for the legal basis for the implementation of this objective. Montenegro plans to implement this objective. | | | | 31/12/2020 |
| ITY-AGVCS2-REG01 | Ensure radios have 8,33 kHz channel spacing capability | | | by:31/12/2017 |
| Montenegro CAA | - | | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 12% | Y | 31/12/2015 |
| 2 | Where applicable, the State has published the additional local exemptions as per Article 14 of Regulation (EU) No 1079/2012. | 15% | NA | 31/12/2017 |
| 3 | Measures have been taken to ensure that all radio equipment put into service or subject to radio upgrades by ANSPs, operators and other users or owners of radios includes the 8,33 kHz channel spacing capability. | 29% | Y | 31/12/2017 |
| Comment: ANSP's voice communication systems have already been upgraded to support 8.33kHz channel spacing. All aircraft in the national registry are equipped with 8.33kHz capable radios. | | | | |
| 4 | Measures have been taken to ensure that aircraft for which the individual certificates of airworthiness or individual flight permits are first issued from 17 November 2013 and have a radio equipage requirement are fitted with radios having the 8,33 kHz ch | 29% | Y | 31/12/2017 |
| 5 | By 31 December 2017: The NSA has evidence that all radios in the State have 8,33 kHz channel spacing capability except where derogations apply and/or exemptions have been granted. | 29% | Y | 31/12/2017 |
| ITY-AGVCS2-REG02 | Ensure the achievement of the interim target for 8,33 kHz frequency conversions | | | by:31/12/2014 |
| Montenegro CAA | - | | % | Not Applicable |
| 1 | 25% target for frequency conversions as per Articles 6(5) to 6(7) of the Regulation notified to the Commission. | 10% | NA | - |
| 2 | 25% target for frequency conversions achieved. | 45% | NA | - |
| 3 | All OPC frequency assignments converted to 8,33 kHz or, where applicable, OPC frequencies not converted and justification for it notified to the Commission. | 45% | NA | - |
| Comment: Montenegro is not listed in Annex I of Regulation (EU) No. 1079/2012 and will not notify to the Commission the 25% frequency conversion to 8.33kHz nor the OPC frequencies not converted. | | | | |
| ITY-AGVCS2-REG03 | Ensure compliance with the requirements on 8,33 kHz frequency conversions | | | by:31/12/2018 |
| Montenegro CAA | - | | 10% | Late |

| | | | |
|--|--|----------------------------------|-----------------------|
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y |
| | | | 31/12/2017 |
| 2 | Introduce % of concerned frequency assignments (i.e. not subject to derogations/exceptions) converted to 8,33 kHz and published in the Table COM2 of ICAO Doc 7754 | 90% | N |
| | | | 31/12/2020 |
| ASP (By:12/2018) | | | |
| SMATSA | | 40% | Late |
| Voice communication systems have already been upgraded to support 8.33kHz channel spacing. | | Air-Ground radio network upgrade | 31/12/2020 |
| ITY-AGVCS2-ASP01 | Ensure conformity of voice communications systems and associated procedures | | by:31/12/2018 |
| SMATSA | - | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y |
| | | | - |
| 2 | New/upgraded voice communication systems have been procured | 30% | Y |
| | | | - |
| 3 | New/upgraded voice communication systems installed | 35% | Y |
| | | | - |
| 4 | New/upgraded communication systems are tested, validated & in operational use | 25% | Y |
| | | | 31/12/2012 |
| ITY-AGVCS2-ASP02 | Convert 25 kHz frequencies to 8,33 kHz to achieve the interim target | | by:31/12/2014 |
| SMATSA | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | NA |
| | | | - |
| 2 | 25% target for frequency conversions has been achieved | 90% | NA |
| | | | - |
| Comment: Montenegro is not within area of applicability for interim target. | | | |
| ITY-AGVCS2-ASP03 | Convert all 25 kHz frequencies to 8,33 kHz | | by:31/12/2018 |
| SMATSA | - | 10% | Late |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y |
| | | | 31/12/2017 |
| 2 | Introduce % of concerned frequency assignments (i.e. not subject to derogations/exceptions) converted to 8,33 kHz and published in the Table COM2 of ICAO Doc 7754 | 90% | N |
| | | | 31/12/2020 |
| ITY-AGVCS2-ASP04 | Develop safety assessment | | by:31/12/2018 |
| SMATSA | - | 40% | Late |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y |
| | | | 30/06/2017 |
| 2 | Safety Assessment drafted | 30% | Y |
| | | | 31/12/2017 |
| 3 | Safety Assessment delivered to the competent authority | 60% | N |
| | | | 31/12/2020 |
| ITY-AGVCS2-ASP05 | Organise personnel training and awareness | | by:31/12/2018 |
| SMATSA | - | 10% | Late |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y |
| | | | - |
| 2 | Training ongoing | 40% | N |
| | | | - |
| 3 | Training completed | 50% | N |
| | | | 03/12/2020 |

| | | | |
|--|--|-------------|-----------------------|
| MIL (By:12/2020) | | | |
| Military Authority | | 100% | Completed |
| There are no military ANSPs in Montenegro. SMATSA is providing service for both civil and military users. All military aircraft have been equipped with 8.33 kHz radios. | | | 31/12/2016 |
| ITY-AGVCS2-MIL01 | Equip State aircraft with radio equipment with 8,33 kHz channel spacing capability | | by:31/12/2020 |
| Military Authority | - | 100% | Completed |
| 1 | List of State aircraft that cannot be equipped with 8,33 kHz radios by 31 December 2018 has been communicated to the Commission | 10% | Y 31/12/2016 |
| Comment: All state aircraft are equipped with 8,33 kHz radios. | | | |
| 2 | % of concerned State aircraft equipped | 90% | Y 31/12/2016 |
| ITY-AGVCS2-MIL02 | Organise personnel training and awareness of military aircrew | | by:31/12/2020 |
| Military Authority | - | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y - |
| 2 | Training ongoing | 40% | Y - |
| 3 | Training completed | 50% | Y 31/12/2014 |
| APO (By:12/2018) | | | |
| Montenegro Airports | | % | Not Applicable |
| All the communication equipment used by Montenegro airports vehicles operates in UHF and therefore is not the subject of the Regulation (EU) No. 1079/2012. | | | - |
| ITY-AGVCS2-APO01 | Convert all 25 kHz frequencies to 8,33 kHz | | by:31/12/2018 |
| Montenegro Airports | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | NA - |
| 2 | Introduce % of concerned frequency assignments (i.e. not subject to derogations/exceptions) converted to 8,33 kHz and published in the Table COM2 of ICAO Doc 7754 | 90% | NA - |
| ITY-AGVCS2-APO02 | Accommodate non-equipped vehicles | | by:31/12/2017 |
| Montenegro Airports | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | NA - |
| 2 | Procedures for handling non-8,33 kHz equipped vehicles through airport areas using 8,33 kHz channel spacing drafted | 30% | NA - |
| 3 | Procedures for handling non-8,33 kHz equipped vehicles through airport areas using 8,33 kHz channel spacing agreed, tested & validated | 35% | NA - |
| 4 | Procedures for handling non-8,33 kHz equipped vehicles through airport areas using 8,33 kHz channel spacing implemented | 25% | NA - |
| ITY-AGVCS2-APO03 | Organise personnel training and awareness | | by:31/12/2018 |
| Montenegro Airports | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | NA - |
| 2 | Training ongoing | 40% | NA - |
| 3 | Training completed | 50% | NA |

| | | | | |
|--|---|---|------|---------------|
| ITY-COTR | Implementation of ground-ground automated co-ordination processes | | 100% | Completed |
| | <u>Timescales:</u> | | | |
| | 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 | | |
| Links to OI Steps: CM-0201 | | | | |
| Links to ICAO ASBUs: B0-FICE | | | | |
| Montenegro has transposed Commission Regulation (EC) No 1032/2006. The objective was met through the framework of FAMUS modernization program of the common Montenegro / Serbian ANSP. | | | | - |
| ASP (By:12/2012) | | | | |
| SMATSA | | | 100% | Completed |
| The objective met within the framework of the FAMUS project. | | | - | - |
| ITY-COTR-ASP01 | Implement flight data processing and exchange systems | | | by:31/12/2012 |
| SMATSA | Podgorica Airport / Podgorica TMA/APP | | 100% | Completed |
| | 1 | Activity started (e.g. Project kicked-off) | 10% | Y |
| | | | | - |
| | 2 | System/upgrade procured | 30% | Y |
| | | | | - |
| | 3 | Flight data processing and exchange systems are capable of providing the information required for the display, processing and compilation of the system information exchanged in the process specified. [Regulation (EC) No 1032/2006, Annex I, Part A] | 35% | Y |
| | | | | - |
| | 4 | Upgraded flight data processing and exchange systems are in operational use | 25% | Y |
| | | | | - |
| ITY-COTR-ASP02 | Implement Notification process | | | by:31/12/2012 |
| SMATSA | Podgorica Airport / Podgorica TMA/APP | | 100% | Completed |
| | 1 | Activity started (e.g. Project kicked-off) | 10% | Y |
| | | | | - |
| | 2 | System/upgrade procured | 30% | Y |
| | | | | - |
| | 3 | Flight data processing and exchange system is capable of transmission and reception of the required flight data (e.g. ABI OLDI message) between ATC units | 35% | Y |
| | | | | - |
| | 4 | Procedures implementing the Notification process are tested, validated and in operational use | 25% | Y |
| | | | | - |
| ITY-COTR-ASP03 | Implement Initial Coordination process | | | by:31/12/2012 |
| SMATSA | Podgorica Airport / Podgorica TMA/APP | | 100% | Completed |
| | 1 | Activity started (e.g. Project kicked-off) | 10% | Y |
| | | | | - |
| | 2 | System/upgrade procured | 30% | Y |
| | | | | - |
| | 3 | Flight data processing and exchange system is capable of transmission and reception of the required flight data (e.g. ACT OLDI message) between ATC units | 35% | Y |
| | | | | - |
| | 4 | Procedures implementing the Initial Coordination process are tested, validated and in operational use | 25% | Y |
| | | | | - |
| ITY-COTR-ASP04 | Implement Revision of Coordination process | | | by:31/12/2012 |
| SMATSA | - | | 100% | Completed |

| | | | |
|-----------------------|---|-------------|------------------|
| | 1 Activity started (e.g. Project kicked-off) | 10% | Y |
| | | | - |
| | 2 System/upgrade procured | 30% | Y |
| | | | - |
| | 3 Flight data processing and exchange system is capable of transmission and reception of the required flight data (e.g. REV OLDI message) between ATC units | 35% | Y |
| | | | - |
| | 4 Procedures implementing the Revision of Coordination process are tested, validated and in operational use | 25% | Y |
| | | | - |
| ITY-COTR-ASP05 | Implement Abrogation of Coordination process | | by:31/12/2012 |
| SMATSA | - | 100% | Completed |
| | 1 Activity started (e.g. Project kicked-off) | 10% | Y |
| | | | - |
| | 2 System/upgrade procured | 30% | Y |
| | | | - |
| | 3 Flight data processing and exchange system is capable of transmission and reception of the required flight data (e.g. MAC OLDI message) between ATC units | 35% | Y |
| | | | - |
| | 4 Procedures implementing the Abrogation of Coordination process are tested, validated and in operational use | 25% | Y |
| | | | - |
| ITY-COTR-ASP06 | Implement Basic Flight Data process | | by:31/12/2012 |
| SMATSA | Podgorica Airport / Podgorica TMA/APP | 100% | Completed |
| | 1 Activity started (e.g. Project kicked-off) | 10% | Y |
| | | | - |
| | 2 System/upgrade procured | 30% | Y |
| | | | - |
| | 3 Flight data processing and exchange system is capable of transmission and reception of the required flight data (e.g. BFD OLDI message) between ATC units | 35% | Y |
| | | | - |
| | 4 Procedures implementing the Basic Flight Data process are tested, validated and in operational use | 25% | Y |
| | | | - |
| ITY-COTR-ASP07 | Implement Change to Basic Flight Data process | | by:31/12/2012 |
| SMATSA | Podgorica Airport / Podgorica TMA/APP | 100% | Completed |
| | 1 Activity started (e.g. Project kicked-off) | 10% | Y |
| | | | - |
| | 2 System/upgrade procured | 30% | Y |
| | | | - |
| | 3 Flight data processing and exchange system is capable of transmission and reception of the required flight data (e.g. CFD OLDI message) between ATC units | 35% | Y |
| | | | - |
| | 4 Procedures implementing the Change to Basic Flight Data process are tested, validated and in operational use | 25% | Y |
| | | | - |
| ITY-COTR-ASP10 | Develop safety assessment | | by:31/12/2012 |
| SMATSA | Podgorica Airport / Podgorica TMA/APP | 100% | Completed |
| | 1 Activity started (e.g. Project kicked-off) | 10% | Y |
| | | | - |
| | 2 Safety Assessment drafted | 30% | Y |
| | | | - |
| | 3 Safety Assessment delivered to the competent authority | 60% | Y |
| | | | - |
| ITY-COTR-ASP11 | Organise training to Air Traffic Control personnel | | by:31/12/2012 |
| SMATSA | Podgorica Airport / Podgorica TMA/APP | 100% | Completed |
| | 1 Activity started (e.g. Project kicked-off) | 10% | Y |
| | | | - |
| | 2 Training ongoing | 40% | Y |

| | | | |
|--|---|----------|-----------------------|
| | | | - |
| 3 | Training completed | 50% | Y |
| | | | - |
| MIL (By:12/2012) | | | |
| Military Authority | | % | Not Applicable |
| Military has no role in ATS provision. | | - | - |
| ITY-COTR-MIL01 | Implement Basic Flight Data process | | by:31/12/2012 |
| Military Authority - | | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y |
| | | | - |
| 2 | System/upgrade procured | 30% | Y |
| | | | - |
| 3 | Flight data processing and exchange system is capable of transmission and reception of the required flight data (e.g. BFD OLDI message) between ATC units | 35% | Y |
| | | | - |
| 4 | Procedures implementing the Basic Flight Data process are tested, validated and in operational use | 25% | Y |
| | | | - |
| ITY-COTR-MIL02 | Implement Change to Basic Flight Data process | | by:31/12/2012 |
| Military Authority - | | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y |
| | | | - |
| 2 | System/Function procured | 30% | Y |
| | | | - |
| 3 | Flight data processing and exchange system is capable of transmission and reception of the required flight data (e.g. CFD OLDI message) between ATC units | 35% | Y |
| | | | - |
| 4 | Procedures implementing the Change to Basic Flight Data process are tested, validated and in operational use | 25% | Y |
| | | | - |

| | | | | |
|--|---|-----------------|------------|----------------|
| ITY-FMTP | Common Flight Message Transfer Protocol (FMTP) | | 100% | Completed |
| | <u>Timescales:</u> | | | |
| | Entry into force of regulation: 28/06/2007 | | | |
| | All EATMN systems put into service after 01/01/09: 01/01/2009 | | | |
| | All EATMN systems in operation by 20/04/11: 20/04/2011 | | | |
| | Transitional arrangements: 31/12/2012 | | | |
| | Transitional arrangements when bilaterally agreed between ANSPs: 31/12/2014 | | | |
| Links to Enablers: CTE-C06 | | | | |
| Links to ICAO ASBUs: B0-FICE, B1-FICE | | | | |
| The objective was implemented through the framework of FAMUS modernisation programme of the common Montenegrin / Serbian ANSP. | | | | 30/06/2013 |
| Currently, there are 6 of 9 operational FMTP (IPv6) connections. OLDI partners Tirana, Skopje and Brinidisi are still connected to Belgrade FDP system using FDE-ICD (X.25) connections due to either unavailability of the partners to support FMTP/IPv6 or lack of initiative to implement the FMTP/IPv6 connection. | | | | |
| ASP (By:12/2014) | | | | |
| SMATSA | | | 100% | Completed |
| ATM-systems have been enhanced to support OLDI over IP v.6 according to the FAMUS implementation schedule. | | CPDLC / NewPENS | 30/06/2013 | |
| Currently, there are 6 of 9 operational FMTP (IPv6) connections. OLDI partners Tirana, Skopje and Brinidisi are still connected to Belgrade FDP system using FDE-ICD (X.25) connections due to either unavailability of the partners to support FMTP/IPv6 or lack of initiative to implement the FMTP/IPv6 connection. | | | | |
| ITY-FMTP-ASP01 | Upgrade and put into service communication systems to support information exchange via FMTP between FDPS(s) for the purpose of notification, coordination and transfer of the flights between ATC units | | | by:31/12/2014 |
| SMATSA | - | | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | | 10% | Y |
| | | | | - |
| 2 | Upgraded communications system/function procured | | 30% | Y |
| | | | | - |
| 3 | Communications system/function installed | | 35% | Y |
| | | | | - |
| 4 | Upgraded communication systems/functions tested, validated and in operational use | | 25% | Y |
| | | | | 30/06/2013 |
| Comment: FAMUS operational DPS supports OLDI over IP v.6 | | | | |
| ITY-FMTP-ASP02 | Develop safety assessment for the changes | | | by:31/12/2014 |
| SMATSA | - | | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | | 10% | Y |
| | | | | - |
| 2 | Draft Safety Assessment produced | | 30% | Y |
| | | | | - |
| 3 | Safety Assessment, including safety arguments for the changes, submitted to the NSA | | 60% | Y |
| | | | | 30/11/2012 |
| ITY-FMTP-ASP03 | Train technical staff | | | by:31/12/2014 |
| SMATSA | - | | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | | 10% | Y |
| | | | | - |
| 2 | Training ongoing | | 40% | Y |
| | | | | - |
| 3 | Training completed | | 50% | Y |
| | | | | 30/11/2012 |
| MIL (By:12/2014) | | | | |
| Military Authority | | | % | Not Applicable |

| | | | |
|--|---|----------------|-----------------------|
| Military has no role in ATS provision. | | - | - |
| ITY-FMTP-MIL01 | Upgrade and put into service communication systems to support information exchange via FMTP between FDPS(s) for the purpose of notification, coordination, transfer of the flights and civil-military coordination between ATS units and controlling military units | | by:31/12/2014 |
| Military Authority | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | NA |
| | | | - |
| 2 | Upgraded communications system/function procured | 30% | NA |
| | | | - |
| 3 | Communications system/function installed | 35% | NA |
| | | | - |
| 4 | Upgraded communication systems/functions tested, validated and in operational use | 25% | NA |
| | | | - |

| | | | | |
|---|---|-----|---|---------------|
| ITY-SPI | Surveillance Performance and Interoperability <u>Timescales:</u> Entry into force of regulation: 13/12/2011 ATS unit operational capability: 12/12/2013 EHS and ADS-B Out in transport-type State aircraft : 07/06/2020 ELS in transport-type State aircraft : 07/06/2020 Ensure training of MIL personnel: 07/06/2020 Retrofit aircraft capability: 07/06/2020 | | 100% | Completed |
| | Links to Enablers: GSURV-0101 Links to ICAO ASBUs: B0-ASUR | | | |
| Montenegro has implemented this objective. SMATSA has completed activities to meet the interoperability requirements for surveillance data. Compliance of surveillance systems to applicable requirements is subject of continuous oversight performed by the CAA. | | | | 30/06/2015 |
| REG (By:02/2015) | | | | |
| Montenegro CAA | | | 100% | Completed |
| The CAA has the capacity to review the safety assessments delivered to it. Compliance of surveillance systems to applicable requirements is subject of continuous oversight. | | | | 30/06/2015 |
| ITY-SPI-REG01 | Conduct safety oversight for the existing surveillance chain | | | by:05/02/2015 |
| Montenegro CAA | - | | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y | - |
| 2 | Safety assessment has been received from the ANSP | 30% | Y | 30/04/2015 |
| 3 | Safety assessment has been reviewed and results communicated to the ANSP | 60% | Y | 30/06/2015 |
| ASP (By:02/2015) | | | | |
| SMATSA | | | 100% | Completed |
| SMATSA has completed activities to meet the interoperability requirements for surveillance data. | | | New radar station at Besna kobila site / Secondary radar Vrsuta | 30/04/2015 |
| ITY-SPI-ASP01 | Ensure interoperability of surveillance data | | | by:12/12/2013 |
| SMATSA | - | | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y | - |
| 2 | Agreements on data exchange based on a common protocol have been signed | 30% | Y | - |
| 3 | Surveillance data is exchanged based on the common protocol | 60% | Y | 30/06/2013 |
| Comment: Radar data sharing with adjacent ANSPs has been defined in related agreements. Operational use of external radar data inputs started after completion of fine tuning of surveillance multisensor trackers. | | | | |
| ITY-SPI-ASP02 | Conduct Safety Assessment for the existing surveillance chain | | | by:05/02/2015 |
| SMATSA | - | | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y | 15/02/2015 |
| 2 | Safety Assessment drafted | 30% | Y | 15/02/2015 |
| 3 | Safety Assessment delivered to the competent authority | 60% | Y | 30/04/2015 |
| ITY-SPI-ASP03 | Conduct Safety Assessment for changes introduced to the surveillance infrastructure | | | by:12/12/2013 |
| SMATSA | - | | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y | |

| | | | |
|---|---|------|----------------|
| | | | - |
| 2 | Safety Assessment drafted | 30% | Y |
| | | | - |
| 3 | Safety Assessment delivered to the competent authority | 60% | Y |
| | | | 30/09/2012 |
| Comment: | All changes and modifications introduced to the existing surveillance infrastructure with relevant safety argumentation are delivered to the NSA. All activities are being recorded in System Safety Assessment (SSA) documentation. | | |
| ITY-SPI-ASP04 | Ensure the training of personnel | | by:12/12/2013 |
| SMATSA | - | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y |
| | | | - |
| 2 | Training ongoing | 40% | Y |
| | | | - |
| 3 | Training completed | 50% | Y |
| | | | 31/12/2013 |
| Comment: | For small changes, operational procedures are being updated. In case of major changes to the surveillance infrastructure, such as radar upgrade, additional training for technical personnel are performed. | | |
| MIL (By:06/2020) | | | |
| Military Authority | | % | Not Applicable |
| Military traffic is at a very low level and there are no operational benefits deriving from the implementation of this objective by military users. | | | - |
| ITY-SPI-MIL01 | Carriage and operation of Mode S Elementary Surveillance avionics | | by:07/06/2020 |
| Military Authority | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | NA |
| | | | - |
| 2 | Provide percentage of applicable State aircraft equipped # | 90% | NA |
| | | | - |
| ITY-SPI-MIL02 | Carriage and operation of Mode S Enhanced Surveillance and ADS-B Out avionics | | by:07/06/2020 |
| Military Authority | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | NA |
| | | | - |
| 2 | Provide percentage of applicable transport-type State aircraft equipped # | 90% | NA |
| | | | - |
| ITY-SPI-MIL03 | Ensure the training of personnel | | by:07/06/2020 |
| Military Authority | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | NA |
| | | | - |
| 2 | Training ongoing | 40% | NA |
| | | | - |
| 3 | Training completed | 50% | NA |
| | | | - |

| | | | |
|--|--|----------------|----------------|
| NAV03.1 | RNAV 1 in TMA Operations <u>Timescales:</u> Initial operational capability: 01/01/2001 Locally determined number of RNAV1 SID/STAR, where established: 06/06/2030 | % | Not Applicable |
| Objective is not applicable because in the given environment ATS surveillance is limited due to mountainous terrain and it is not possible to provide it in the entire TMA airspace. | | | - |
| REG (By:06/2030) | | | |
| Montenegro CAA | | % | Not Applicable |
| - | - | | - |
| NAV03.1-REG01 | Verify the transition plan for PBN in ANS provision | | by:06/06/2030 |
| Montenegro CAA | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | - |
| 2 | The verification conducted | 60% | - |
| 3 | The outcome of the verification has been notified to ANSP | 30% | - |
| ASP (By:06/2030) | | | |
| SMATSA | | % | Not Applicable |
| Objective is not applicable because in the given environment ATS surveillance is limited due to mountainous terrain and it is not possible to provide it in the entire TMA airspace. | | | - |
| NAV03.1-ASP01 | Develop an airspace concept based on RNAV 1 arrival and departure procedures | | by:06/06/2030 |
| SMATSA | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | NA |
| 2 | Airspace concept drafted | 30% | NA |
| 3 | Airspace concept validated | 35% | NA |
| 4 | Airspace concept approved | 25% | NA |
| NAV03.1-ASP02 | Provide appropriate terrestrial navigation infrastructure to support RNAV 1 operations | | by:06/06/2030 |
| SMATSA | - | % | Not Applicable |
| 1 | Project/task for deploying appropriate terrestrial navigation infrastructure to support RNAV operation has kicked off | 10% | NA |
| 2 | Appropriate infrastructure is procured | 30% | NA |
| 3 | Appropriate infrastructure is installed | 35% | NA |
| 4 | Appropriate infrastructure is tested, validated & available for operational use | 25% | NA |
| NAV03.1-ASP03 | Train air traffic controllers in RNAV 1 procedures | | by:06/06/2030 |
| SMATSA | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | NA |
| 2 | Training of ATCOs in RNAV procedures is ongoing | 40% | NA |
| 3 | Training of ATCOs in RNAV procedures is completed | 50% | NA |

| | | | |
|---------------|---|-----|----------------|
| NAV03.1-ASP05 | Develop and implement at least one RNAV 1 SID and RNAV 1 STAR per instrument RWY | | by:06/06/2030 |
| SMATSA | Podgorica TMA/APP | % | Not Applicable |
| 1 | Project/task for developing RNAV arrival & departure procedures has kicked off | 10% | NA |
| | | | - |
| 2 | RNAV arrival & departure procedures are developed | 30% | NA |
| | | | - |
| 3 | RNAV arrival & departure procedures are tested & validated | 35% | NA |
| | | | - |
| 4 | RNAV arrival & departures procedures are published in national AIP and in operational use | 25% | NA |
| | | | - |
| NAV03.1-ASP11 | Develop a local RNAV 1 safety assessment | | by:06/06/2030 |
| SMATSA | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | NA |
| | | | - |
| 2 | Local RNAV safety case has been drafted | 30% | NA |
| | | | - |
| 3 | Local RNAV safety case has been approved by NSA | 60% | NA |
| | | | - |
| NAV03.1-ASP12 | Establish the transition plan for PBN in ANS provision | | by:06/06/2030 |
| SMATSA | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | |
| | | | - |
| 2 | Document drafted | 30% | |
| | | | - |
| 3 | Document approved/released | 60% | |
| | | | - |
| NAV03.1-ASP13 | Develop and implement all RNAV 1 SID and RNAV 1 STAR per instrument RWY | | by:06/06/2030 |
| SMATSA | - | % | Not Applicable |
| 1 | Project/task for implementing RNAV1 arrival and departure procedures has kicked off | 10% | |
| | | | - |
| 2 | RNAV1 arrival and departure procedures are developed | 30% | |
| | | | - |
| 3 | RNAV1 arrival and departure procedures are tested & validated | 35% | |
| | | | - |
| 4 | RNAV1 arrival and departure procedures are published in national AIP and in operational use | 25% | |
| | | | - |

| | | | | |
|--|--|-----|-----|----------------|
| NAV03.2 | RNP 1 in TMA Operations <u>Timescales:</u> Start: 07/08/2018 Locally determined number of RNP1 SID/STAR, where established.: 06/06/2030 | | 50% | Ongoing |
| | | | | |
| Links to DP Families: 1.2.3 - RNP 1 Operations in high density TMAs (ground capabilities), 1.2.4 - RNP 1 operations (aircraft capabilities) | | | | |
| PBN Regulation (EU) 2018/1048 has not yet been transposed into national legal system. Montenegro introduced RNP1 procedures in accordance with the published State PBN Implementation Plan. For the time being there is no operational justification to implement RF. | | | | 31/12/2022 |
| REG (By:06/2030) | | | | |
| Montenegro CAA | | | 0% | Planned |
| | | | | 31/12/2022 |
| NAV03.2-REG01 | Verify the transition plan for PBN in ANS provision | | | by:06/06/2030 |
| Montenegro CAA | | | 0% | Planned |
| Comment: Commission Implementing Regulation (EU) 2018/1048 is not transposed into national legal system. It is planned for transposition with other regulations of amended Annex I of the ECAA Agreement. Montenegro introduced RNP1 procedures in accordance with State PBN Implementation Plan which contains elements of Airspace Concept regarding RNP procedures. | | | | |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N | 31/12/2021 |
| 2 | The verification conducted | 60% | N | 31/12/2022 |
| 3 | The outcome of the verification has been notified to ANSP | 30% | N | 31/12/2022 |
| ASP (By:06/2030) | | | | |
| SMATSA | | | 67% | Ongoing |
| SMATSA has implemented RNP1 SID/STARs with vertical paths defined by the constraints at Podgorica and Tivat airports in accordance with PBN Manual and State PBN Implementation Plan | | | | 30/12/2020 |
| NAV03.2-ASP01 | Develop an airspace concept based on designated RNP 1 arrival and departure procedures with Radius to Fix (RF) | | | by:06/06/2030 |
| SMATSA | | | % | Not Applicable |
| Comment: Airspace Concept was not developed. This objective was implemented within framework of State PBN Implementation Plan which contains elements of Airspace Concept regarding RNP procedures. For the time being there is no operational justification to implement RF. | | | | |
| 1 | Activity started (e.g. Project kicked-off) | 10% | NA | - |
| 2 | Airspace concept drafted | 30% | NA | - |
| 3 | Airspace concept validated | 35% | NA | - |
| 4 | Airspace concept approved | 25% | NA | - |
| NAV03.2-ASP02 | Where necessary, provide appropriate navigation infrastructure to support RNP 1 operations including the infrastructure required for GNSS reversion | | | by:06/06/2030 |
| SMATSA | Podgorica TMA/APP | | % | Not Applicable |
| Comment: As ICAO standards recognise only GNSS as appropriate navaid for RNP 1 operations, for the time being existing conventional procedures and radar vectoring will be used as a fall-back solutions. | | | | |
| 1 | Project/task for deploying appropriate terrestrial navigation infrastructure to support RNP 1 operations including the infrastructure required for GNSS reversion has kicked off | 10% | NA | - |
| 2 | Appropriate infrastructure is procured | 30% | NA | - |

| | | | | |
|---------------|---|---|------|----------------|
| | 3 | Appropriate infrastructure is installed | 35% | NA |
| | | | | - |
| | 4 | Appropriate infrastructure is tested, validated & available for operational use | 25% | NA |
| | | | | - |
| NAV03.2-ASP03 | | Train air traffic controllers in RNP1 with Radius to Fix (RF) procedures | | by:06/06/2030 |
| SMATSA | | Podgorica TMA/APP / Tivat TMA | 100% | Completed |
| | 1 | Activity started (e.g. Project kicked-off) | 10% | Y |
| | | | | 28/02/2017 |
| | 2 | Training of ATCOs in RNP1 with Radius to Fix (RF) procedures is ongoing | 40% | Y |
| | | | | 15/04/2017 |
| | 3 | Training of ATCOs in RNP1 with Radius to Fix (RF) procedures is completed | 50% | Y |
| | | | | 15/04/2017 |
| NAV03.2-ASP04 | | Implement at least one RNP1 SID and STAR with radius to Fix (RF), per instrument RWY | | by:06/06/2030 |
| SMATSA | | Podgorica TMA/APP / Tivat TMA | % | Not Applicable |
| | | Comment: SMATSA has already implemented RNP1 SIDs and STARs with vertical paths defined by the constraints at Podgorica and Tivat airports. For the time being there is no operational justification to implement RF. | | |
| | 1 | Project/task for implementing RNP1 arrival and departure procedures with radius to Fix (RF) has kicked off | 10% | NA |
| | | | | - |
| | 2 | RNP1 arrival and departure procedures with radius to Fix (RF) are developed | 30% | NA |
| | | | | - |
| | 3 | RNP1 arrival and departure procedures with radius to Fix (RF) are tested & validated | 35% | NA |
| | | | | - |
| | 4 | RNP1 arrival and departure procedures with radius to Fix (RF) are published in national AIP and in operational use | 25% | NA |
| | | | | - |
| NAV03.2-ASP05 | | Develop a local safety assessment | | by:06/06/2030 |
| SMATSA | | - | 100% | Completed |
| | | Comment: Safety assessments were developed for implemented RNP1 SIDs and STARs at Podgorica and Tivat airports. | | |
| | 1 | Activity started (e.g. Project kicked-off) | 10% | Y |
| | | | | 12/03/2015 |
| | 2 | Local safety assessment has been drafted | 30% | Y |
| | | | | 23/07/2016 |
| | 3 | Local safety assessment has been submitted to the NSA | 60% | Y |
| | | | | 28/02/2017 |
| NAV03.2-ASP06 | | Establish the transition plan for PBN in ANS provision | | by:06/06/2030 |
| SMATSA | | - | 0% | Planned |
| | 1 | Activity started (e.g. Project kicked-off) | 10% | N |
| | | | | 26/03/2020 |
| | 2 | Document drafted | 30% | N |
| | | | | 30/06/2020 |
| | 3 | Document approved/released | 60% | N |
| | | | | 30/12/2020 |
| NAV03.2-ASP07 | | Implement all RNP1 SID and STAR with radius to Fix (RF), per instrument RWY | | by:06/06/2030 |
| SMATSA | | - | % | Not Applicable |
| | | Comment: SMATSA has implemented RNP1 SID/STARs with vertical paths defined by the constraints at Podgorica and Tivat airports. For the time being there is no operational justification to implement RF. | | |
| | 1 | Project/task for implementing RNP1 arrival and departure procedures with radius to Fix (RF) has kicked off | 10% | NA |
| | | | | - |
| | 2 | RNP1 arrival and departure procedures with radius to Fix (RF) are developed | 30% | NA |
| | | | | - |
| | 3 | RNP1 arrival and departure procedures with radius to Fix (RF) are tested & validated | 35% | NA |
| | | | | - |
| | 4 | | 25% | NA |

| | | | |
|--|--|--|---|
| | RNP1 arrival and departure procedures with radius to Fix (RF) are published in national AIP and in operational use | | - |
|--|--|--|---|

| | | | | |
|---|--|--|------|---------------|
| NAV10 | RNP Approach Procedures to instrument RWY | | 59% | Ongoing |
| | <u>Timescales:</u> | | | |
| | Initial operational capability: 01/06/2011 | | | |
| | Instrument RWY ends served by precision approach (including PCP airports): 25/01/2024 | | | |
| | | Instrument RWY ends without precision approach at other ECAC+ instrument RWYs.: 25/01/2024 | | |
| Links to DP Families: 1.2.1 - RNP Approaches with vertical guidance, 1.2.2 - Geographic database for procedure design | | | | |
| Montenegro plans to implement this objective. | | | | 31/12/2022 |
| REG (By:01/2024) | | | | |
| Montenegro CAA | | | 50% | Ongoing |
| EASA AMC 20-27 and EASA AMC 20-28 have been transposed into national legislative system. Commission Implementing Regulation (EU) 2018/1048 is not transposed into national legal system | | | | 31/12/2022 |
| NAV10-REG01 | Apply EASA material to local national regulatory activities | | | by:25/01/2024 |
| Montenegro CAA | | | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y | - |
| 2 | Regulatory material drafted | 30% | Y | - |
| 3 | Regulatory material approved and published | 60% | Y | 31/12/2014 |
| Comment: EASA AMC 20-27 and EASA AMC 20-28 have been transposed into national legislative system and the CAA is ready to issue approvals in accordance with them. | | | | |
| NAV10-REG02 | Verify the transition plan for PBN in ANS provision | | | by:25/01/2024 |
| Montenegro CAA | | | 0% | Planned |
| Comment: Commission Implementing Regulation (EU) 2018/1048 is not transposed into national legal system. It is planned for transposition with other regulations of amended Annex I of the ECAC Agreement. | | | | |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N | 31/12/2021 |
| 2 | The verification conducted | 60% | N | 31/12/2022 |
| 3 | The outcome of the verification has been notified to ANSP | 30% | N | 31/12/2022 |
| ASP (By:01/2024) | | | | |
| SMATSA | | | 63% | Ongoing |
| SMATSA has implemented RNP APCH procedure to LNAV minimum to RWY 36 at Podgorica airport. Implementation of RNP APCH procedures to LNAV/VNAV and LPV minima to RWY 36 at Podgorica airport is planned for the beginning of 2020. | | | | 30/12/2020 |
| NAV10-ASP01 | Design and Publish RNP approach procedures to LNAV, LNAV/VNAV and LPV minima to RWYs served by precision approach | | | by:25/01/2024 |
| SMATSA | Podgorica TMA/APP | | 75% | Ongoing |
| Comment: SMATSA has implemented RNP APCH procedure to LNAV minimum to RWY 36 at Podgorica airport. Implementation of RNP APCH procedures to LNAV/VNAV and LPV minima to RWY 36 at Podgorica airport is planned for the beginning of 2020. | | | | |
| 1 | Project/task for developing LNAV, LNAV/VNAV and LPV minima has kicked off | 10% | Y | 10/12/2017 |
| 2 | Procedures to LNAV, LNAV/VNAV and LPV minima are developed for all applicable airports/runway ends | 30% | Y | 07/02/2019 |
| 3 | Procedures to LNAV, LNAV/VNAV and LPV minima are tested & validated for all applicable airports/runway ends | 35% | Y | 25/11/2019 |
| 4 | Procedures to LNAV, LNAV/VNAV and LPV minima are published in national AIP for all applicable airports/runway ends | 25% | N | 26/03/2020 |

| | | | |
|--|---|------|-----------------|
| NAV10-ASP03 | Develop National safety case for RNP approach down to LNAV/VNAV and LPV minima | | by:25/01/2024 |
| SMATSA | Podgorica TMA/APP | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y 20/03/2015 |
| 2 | National safety case for operations to LNAV, LNAV/VNAV and LPV minima has been drafted | 30% | Y 23/07/2015 |
| 3 | National safety case for operations to LNAV, LNAV/VNAV and LPV minima has been approved by NSA | 60% | Y 15/01/2020 |
| Comment: Applies to RNP APCH down to LNAV/VNAV and LPV minima (LNAV minimum already implemented). | | | |
| NAV10-ASP04 | Publish in AIPs all coordinates data in WGS-84 in accordance with ICAO Annex 15 requirements and Article 14 of Regulation (EU) No 73/2010 | | by:25/01/2024 |
| SMATSA | Podgorica TMA/APP | 40% | Ongoing |
| Comment: All coordinates data published in AIPs are in WGS-84 but not in the full accordance with ADQ regulation. | | | |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y 10/12/2017 |
| 2 | WGS-84 co-ordinates data have been defined for all applicable airports | 30% | Y 12/09/2019 |
| 3 | WGS-84 co-ordinates data have been published in AIP for all applicable airports | 60% | N 26/03/2020 |
| Comment: Applies to RNP APCH down to LNAV/VNAV and LPV minima (LNAV minimum already implemented). | | | |
| NAV10-ASP05 | Design and Publish RNP approach procedures to LNAV, LNAV/VNAV and LPV minima to RWYs without precision approach | | by:25/01/2024 |
| SMATSA | Podgorica TMA/APP / Tivat Airport | % | Not Applicable |
| Comment: Implementation of standard RNP APCH procedures to LNAV, LNAV/VNAV and LPV minima to non-precision RWYs at Podgorica (RWY 18) and Tivat (RWY 14/32) airports is not possible due to terrain configuration. | | | |
| 1 | Project/task for developing LNAV, LNAV/VNAV and LPV minima has kicked off | 10% | N - |
| 2 | Procedures to LNAV, LNAV/VNAV and LPV minima are developed for all applicable airports/runway ends | 30% | N - |
| 3 | Procedures to LNAV, LNAV/VNAV and LPV minima are tested & validated for all applicable airports/runway ends | 35% | N - |
| 4 | Procedures to LNAV, LNAV/VNAV and LPV minima are published in national AIP for all applicable airports/runway ends | 25% | N - |
| NAV10-ASP06 | Design and Publish RNP non-precision (NPA) approach procedures to LNAV minima | | by:25/01/2024 |
| SMATSA | - | 100% | Completed |
| Comment: SMATSA has implemented RNP APCH procedure to LNAV minimum to RWY 36 at Podgorica airport. Implementation of standard RNP APCH procedures to LNAV minima to RWY 18 at Podgorica airport and to both RWYs at Tivat airport is not possible due to terrain configuration | | | |
| 1 | Project/task for developing procedures to LNAV minima has kicked off | 10% | Y - |
| 2 | Procedures to LNAV minima are developed for all applicable airports/runway ends | 30% | Y - |
| 3 | Procedures to LNAV minima are tested & validated for all applicable airports/runway ends | 35% | Y - |
| 4 | Procedures to LNAV minima are published in national AIP for all applicable airports/runway ends | 25% | Y - |
| NAV10-ASP07 | Establish the transition plan for PBN in ANS provision | | by:25/01/2024 |
| SMATSA | - | 0% | Planned |
| 1 | Activity started (e.g. Project kicked-off) | 10% | N 26/03/2020 |
| 2 | Document drafted | 30% | N 30/06/2020 |

| | | | |
|--|---|-----|----------------|
| 3 | Document approved/released | 60% | N |
| | | | 30/12/2020 |
| NAV10-ASP08 | At PCP airport, Design and Publish RNP approach procedures to LNAV, LNAV/VNAV and LPV minima to RWYs without precision approach | | by:- |
| SMATSA | - | % | Not Applicable |
| Comment: No airports in Montenegro are listed in section 1.2.1 of the Annex of the PCP Regulation. | | | |
| 1 | Project/task for developing procedures to LNAV, LNAV/VNAV and LPV minima has kicked off | 10% | - |
| 2 | Procedures to LNAV, LNAV/VNAV and LPV minima are developed for all applicable airports/runway ends | 30% | - |
| 3 | Procedures to LNAV, LNAV/VNAV and LPV minima are tested & validated for all applicable airports/runway ends | 35% | - |
| 4 | Procedures to LNAV, LNAV/VNAV and LPV minima are published in national AIP for all applicable airports/runway ends | 25% | - |
| NAV10-ASP09 | At PCP airport, Design and Publish RNP non-precision (NPA) approach procedures to LNAV minima | | by:- |
| SMATSA | - | % | Not Applicable |
| Comment: No airports in Montenegro are listed in section 1.2.1 of the Annex of the PCP Regulation. | | | |
| 1 | Project/task for developing procedures to LNAV minima has kicked off | 10% | N |
| | | | - |
| 2 | Procedures to LNAV minima are developed for all applicable airports/runway ends | 30% | N |
| | | | - |
| 3 | Procedures to LNAV minima are tested & validated for all applicable airports/runway ends | 35% | N |
| | | | - |
| 4 | Procedures to LNAV minima are published in national AIP for all applicable airports/runway ends | 25% | N |
| | | | - |

| | | | |
|---|--|-----|----------------|
| NAV12 | ATS IFR Routes for Rotorcraft Operations <u>Timescales:</u> IFR ATS route above/below FL150, SID and STAR for Rotorcraft Operations, where established: 06/06/2030 | % | Not Applicable |
| There are no established ATS routes, SID or STAR for rotorcraft operations due to lack of demand for IFR rotorcraft operations. | | | - |
| REG (By:06/2030) | | | |
| - | | | |
| NAV12-REG01 | Verify the transition plan for PBN in ANS provision | | by:06/06/2030 |
| - | - | % | Not Applicable |
| Comment: There were no established ATS routes, SID or STAR for rotorcraft operations. | | | |
| 1 | Activity started (e.g. Project kicked-off) | 10% | NA |
| | | | - |
| 2 | The verification conducted | 60% | NA |
| | | | - |
| 3 | The outcome of the verification has been notified to ANSP | 30% | NA |
| | | | - |
| ASP (By:06/2030) | | | |
| SMATSA | | % | Not Applicable |
| There were no established ATS routes, SID or STAR for rotorcraft operations. | | | - |
| NAV12-ASP01 | Implement low-level IFR routes (LLR) for rotorcraft operations | | by:06/06/2030 |
| SMATSA | - | % | Not Applicable |
| 1 | Project/task for implementing LLR procedures for rotorcraft has kicked off | 10% | NA |
| | | | - |
| 2 | LLR procedures for rotorcraft are developed | 30% | NA |
| | | | - |
| 3 | LLR procedures for rotorcraft are tested & validated | 35% | NA |
| | | | - |
| 4 | LLR procedures for rotorcraft are published in national AIP and in operational use | 25% | NA |
| | | | - |
| NAV12-ASP02 | Train air traffic controllers procedures supporting low-level IFR routes (LLR) in TMA and other routes for rotorcraft operations | | by:06/06/2030 |
| SMATSA | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | NA |
| | | | - |
| 2 | Training ongoing | 40% | NA |
| | | | - |
| 3 | Training completed | 50% | NA |
| | | | - |
| NAV12-ASP03 | Develop a local safety assessment for the implementation of low-level IFR routes (LLR) in TMA and other ATS routes for rotorcraft operations | | by:06/06/2030 |
| SMATSA | - | % | Not Applicable |
| 1 | Activity started (e.g. Project kicked-off) | 10% | NA |
| | | | - |
| 2 | Document drafted | 30% | NA |
| | | | - |
| 3 | Document approved/released | 60% | NA |
| | | | - |
| NAV12-ASP04 | Implement Rotorcraft ATS routes above FL150 | | by:06/06/2030 |
| SMATSA | - | % | Not Applicable |
| 1 | Project/task for ATS routes for rotorcraft has kicked off | 10% | NA |
| | | | - |
| 2 | ATS routes for rotorcraft are developed | 30% | NA |

| | | | |
|-------------|--|-----|----------------|
| | | | - |
| | 3 ATS routes for rotorcraft are tested & validated | 35% | NA |
| | | | - |
| | 4 ATS routes for rotorcraft are published in national AIP and in operational use | 25% | NA |
| | | | - |
| NAV12-ASP05 | Implement Rotorcraft ATS routes below FL150 | | by:06/06/2030 |
| SMATSA | - | % | Not Applicable |
| | 1 Project/task for ATS routes for rotorcraft has kicked off | 10% | NA |
| | | | - |
| | 2 ATS routes for rotorcraft are developed | 30% | NA |
| | | | - |
| | 3 ATS routes for rotorcraft are tested & validated | 35% | NA |
| | | | - |
| | 4 ATS routes for rotorcraft are published in national AIP and in operational use | 25% | NA |
| | | | - |
| NAV12-ASP06 | Implement one rotorcraft RNP0.3, RNP01 or RNAV1 SID and STAR per instrument RWY | | by:06/06/2030 |
| SMATSA | - | % | Not Applicable |
| | 1 Project/task for PBN SID and STAR for rotorcraft has kicked off | 10% | NA |
| | | | - |
| | 2 PBN SID and STAR for rotorcraft are developed | 30% | NA |
| | | | - |
| | 3 PBN SID and STAR for rotorcraft are tested & validated | 35% | NA |
| | | | - |
| | 4 PBN SID and STAR for rotorcraft are published in national AIP and in operational use | 25% | NA |
| | | | - |
| NAV12-ASP07 | Implement all rotorcraft RNP0.3, RNP01 or RNAV1 SID and STAR per instrument RWY | | by:06/06/2030 |
| SMATSA | - | % | Not Applicable |
| | 1 Project/task for PBN SID and STAR for rotorcraft has kicked off | 10% | NA |
| | | | - |
| | 2 PBN SID and STAR for rotorcraft are developed | 30% | NA |
| | | | - |
| | 3 PBN SID and STAR for rotorcraft are tested & validated | 35% | NA |
| | | | - |
| | 4 PBN SID and STAR for rotorcraft are published in national AIP and in operational use | 25% | NA |
| | | | - |
| NAV12-ASP08 | Establish the transition plan for PBN in ANS provision | | by:06/06/2030 |
| SMATSA | - | % | Not Applicable |
| | 1 Activity started (e.g. Project kicked-off) | 10% | NA |
| | | | - |
| | 2 Document drafted | 30% | NA |
| | | | - |
| | 3 Document approved/released | 60% | NA |
| | | | - |

| | | | |
|---|--|-------------|-------------------|
| SAF11 | Improve Runway Safety by Preventing Runway Excursions <u>Timescales:</u> Initial operational capability: 01/09/2013 Full operational capability: 31/01/2018 | 100% | Completed |
| Links to Enablers: PRO-006a | | | |
| Montenegro has implemented this objective. | | | 31/12/2016 |
| REG (By:01/2018) | | | |
| Montenegro CAA | | 100% | Completed |
| The CAA has implemented this objective in accordance with the actions listed in State Safety Plan. | | | 31/12/2016 |
| SAF11-REG01 | Implement the appropriate parts of the European Action Plan for the Prevention of Runway Excursions | | by:31/01/2018 |
| Montenegro CAA | - | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y 30/06/2014 |
| 2 | Documentation for the EAPPRE has been drafted, approved, released and disseminated by the State Authorities | 15% | Y 27/01/2015 |
| Comment: The EAPPRE was transposed into national legislative system as Safety Information in 2015. | | | |
| 3 | Oversight activities arrangements, e.g. audit plans for the EAPPRE have been drafted, agreed & validated by the State Authorities | 25% | Y 31/12/2016 |
| Comment: Implementation of EAPPRE activities is overseen through continuous oversight performed by the CAA. | | | |
| 4 | The applicable measures and oversight activities arrangements have been agreed, validated & implemented, i.e. through the appropriate reporting mechanism by the State Authorities | 50% | Y 31/12/2016 |
| ASP (By:12/2014) | | | |
| SMATSA | | 100% | Completed |
| SMATSA has implemented the appropriate parts of the European Action Plan for the Prevention of Runway Excursions. | | | 31/12/2013 |
| SAF11-ASP01 | Implement the appropriate parts of the European Action Plan for the Prevention of Runway Excursions | | by:31/12/2014 |
| SMATSA | - | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y - |
| 2 | The applicable measures for the Action plan, part 3.1, 3.2 and 3.3 have been drafted by the ANSP | 30% | Y - |
| 3 | The applicable measures for the Action plan part 3.1, 3.2 and 3.3 have been agreed & validated by the ANSP | 35% | Y - |
| 4 | The applicable measures have been implemented, i.e. through the appropriate reporting mechanism by the ANSP | 25% | Y 31/12/2013 |
| SAF11-ASP02 | Implement the appropriate parts of the European Action Plan for the Prevention of Runway Excursions with regard to the provision of aeronautical information services | | by:31/12/2014 |
| SMATSA | - | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y - |
| 2 | The applicable measures for the Action plan, part 3.3 have been drafted by the AIS Providers | 30% | Y - |
| 3 | The applicable measures for the Action plan part 3.3 have been agreed & validated by the AIS Providers | 35% | Y - |
| 4 | The applicable measures have been implemented, i.e. through the appropriate reporting mechanism by the AIS Providers | 25% | Y 31/12/2013 |
| SAF11-ASP03 | Implement the appropriate parts of the European Action Plan for the Prevention of Runway Excursions with regard to the provision of meteorological services for international aviation | | by:31/12/2014 |

| | | | |
|---|--|-------------|------------------|
| SMATSA | - | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y |
| | | | - |
| 2 | The applicable measures for the Action plan, part 3.2 have been drafted | 30% | Y |
| | | | - |
| 3 | The applicable measures for the Action plan part 3.2 have been agreed & validated | 35% | Y |
| | | | - |
| 4 | The applicable measures have been implemented, i.e. through the appropriate reporting mechanism | 25% | Y |
| | | | 31/12/2013 |
| APO (By:12/2014) | | | |
| Montenegro Airports | | 100% | Completed |
| Montenegro Airports have implemented this objective in accordance with the actions listed in State Safety Plan. | | - | 31/12/2016 |
| SAF11-APO01 | Implement the appropriate parts of the European Action Plan for the Prevention of Runway Excursions | | by:31/12/2014 |
| Montenegro Airports | - | 100% | Completed |
| 1 | Activity started (e.g. Project kicked-off) | 10% | Y |
| | | | 30/06/2015 |
| 2 | The applicable measures for the Action plan, part 3.1, 3.2 and 3.3 have been drafted by the Airport Operators | 30% | Y |
| | | | 30/06/2016 |
| Comment: | Local Runway Safety Teams were established for both airports (Podgorica and Tivat). The applicable measures are implemented in airport operating procedures. | | |
| 3 | The applicable measures for the Action plan part 3.1, 3.2 and 3.3 have been agreed & validated by the Airport Operators | 35% | Y |
| | | | 30/06/2016 |
| Comment: | The applicable measures are implemented in airport operating procedures. | | |
| 4 | The applicable measures have been implemented, i.e. through the appropriate reporting mechanism by the Airport Operators | 25% | Y |
| | | | 31/12/2016 |

2. Implementation Projects - Details

2.1. National Projects

| AIM | | |
|---|---|---|
| Organisation(s): | SMATSA (ME) | Type of project: National |
| Schedule: | 2016-2020 | |
| Status: | Ongoing | |
| Description: | SMATSA is going to implement AIM (direct electronic connection with data originators and integrated aeronautical database) system that will consist of: 1) the direct electronic connection aimed to improve data transfer between AIS and data originators; and 2) Integrated aeronautical database. | |
| Link and references | | |
| ATM MP links: | L3: ITY-ADQ | |
| Other links: | - | |
| Project included in RP2 Performance Plan: | - | Name/Code in RP2 Performance Plan: - |
| Project included in DP: | - | Name/Code in DP: - |
| Performance contribution | | |
| Safety: | + | Improvement of aeronautical data quality (consistency, reliability, security and integrity) |
| Environment: | | - |
| Capacity: | | - |
| Cost-efficiency: | + | Reduction of manual manipulation of data and human labour across data chain. |
| Operational efficiency: | | - |
| Security: | | - |

| AMHS system upgrade step 3 (Hardware upgrade, EDS, new CADAS terminals) | | | |
|---|---|--|---------------------------|
| Organisation(s): | SMATSA (ME) | | Type of project: National |
| Schedule: | 2020 | | |
| Status: | Ongoing | | |
| Description: | AMHS system upgrade: - Hardware upgrade, - EDS, - new system functionalities and - new CADAS terminals. | | |
| Link and references | | | |
| ATM MP links: | - | | |
| Other links: | - | | |
| Project included in RP2 Performance Plan: | - | Name/Code in RP2 Performance Plan: | - |
| Project included in DP: | - | Name/Code in DP: | - |
| Performance contribution | | | |
| Safety: | + | Increased safety through usage of new hardware components and new features e.g. EDS. | |
| Environment: | | - | |
| Capacity: | | - | |
| Cost-efficiency: | + | Improved through up to date technology. | |
| Operational efficiency: | + | Increased through usage of new features. | |
| Security: | | - | |

| CPDLC | | | |
|---|---|--|---------------------------|
| Organisation(s): | SMATSA (ME) | | Type of project: National |
| Schedule: | By the end of 2023. | | |
| Status: | Planned | | |
| Description: | Controller Pilot Data Link Communications (CPDLC) | | |
| Link and references | | | |
| ATM MP links: | L3: ITY-AGDL, 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: | ++ | CPDLC offers the potential to relieve some congestion, enhancing existing communications between the air and the ground, and offering unambiguous transmission of routine messages between controllers and pilots. In addition, shortcomings such as stuck microphones, blocking of frequencies or simultaneous transmissions are avoided, contributing to the overall safety of the ATC system. CPDLC reduces the pilot's and the air traffic controller's communication workload, allows them to concentrate on other essential tasks. Increased safety through automation. | |
| Environment: | | - | |
| Capacity: | +++ | Increased capacity through reduction of the controller workload and better usage of the available resources. | |
| Cost-efficiency: | + | Increased controller productivity through the use of advanced tools. | |
| Operational efficiency: | ++ | CPDLC reduces the pilot's and the air traffic controller's communication workload, allows them to concentrate on other essential tasks, and reduces of code conflicts and SSR code change. | |
| Security: | | - | |

| Implementation of Voice and Data transfer over Internet Protocol (IP) in ATM | | | |
|--|---|---|---------------------------|
| Organisation(s): | SMATSA (ME) | | Type of project: National |
| Schedule: | 2015-2022 | | |
| Status: | Ongoing | | |
| Description: | Implementation of voice communication in accordance with EUROCAE ED-137. COM11 dates are defined based on dates when VoIP becomes available and operational in our system and that is supposed to happen by the end of 2020 (thorough SMATSA IP Communication Network project). We have one more project related to VoIP that will roll-out by end of 2022 (implementation of IP VCS systems), but VoIP will be available even before implementation of IP VCS systems because of adequate voice gateways. | | |
| Link and references | | | |
| ATM MP links: | L3: COM11.1 | | |
| 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: | + | Better redundancy and "fault-tolerance". | |
| Environment: | | - | |
| Capacity: | + | Allows more flexible dynamic sectorisation and allocation of resources | |
| Cost-efficiency: | ++ | Single common network infrastructure providing reductions in total cost of operation and maintenance (less equipment, better standardization, optimized logistics). | |
| Operational efficiency: | | - | |
| Security: | | - | |

| NDB renewal | | | |
|---|---------------------------|---|---------------------------|
| Organisation(s): | SMATSA (ME) | | Type of project: National |
| Schedule: | 2019 - 2022 | | |
| Status: | Planned | | |
| Description: | Renewal of NDB equipment. | | |
| Link and references | | | |
| ATM MP links: | - | | |
| Other links: | - | | |
| Project included in RP2 Performance Plan: | - | Name/Code in RP2 Performance Plan: | - |
| Project included in DP: | - | Name/Code in DP: | - |
| Performance contribution | | | |
| Safety: | + | Improved through better availability and reliability of the NAV infrastructure. | |
| Environment: | | - | |
| Capacity: | | - | |
| Cost-efficiency: | + | Reduced operations and maintenance costs | |
| Operational efficiency: | | - | |
| Security: | | - | |

| New radar station at Besna kobila site | | | |
|---|--|--|---------------------------|
| Organisation(s): | SMATSA (ME) | | Type of project: National |
| Schedule: | 2015-2022 | | |
| Status: | Ongoing | | |
| Description: | New radar station building, along with the procurement of new primary + secondary radar system to be installed at the station. | | |
| Link and references | | | |
| ATM MP links: | L3: ITY-SPI | | |
| 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: | + | Improved SSR coverage redundancy in a south-eastern parts of airspace and better air traffic situation awareness for inbound flights originating from neighbouring countries airports (Sofia, Skopje). Improved air traffic situation awareness using primary radar. | |
| Environment: | | - | |
| Capacity: | + | Improved SSR coverage redundancy on lower altitudes in south-eastern parts of airspace will lead to more optimal radar vectoring in those areas. | |
| Cost-efficiency: | | - | |
| Operational efficiency: | + | More optimal radar vectoring. | |
| Security: | | - | |

| NewPENS | | | |
|---|---|---|---------------------------|
| Organisation(s): | SMATSA (ME) | | Type of project: National |
| Schedule: | 2018-2020 | | |
| Status: | Ongoing | | |
| Description: | NewPENS (Pan-European Network Service) ANSP backbone service implementation. NewPENS project is related to NewPENS ANSP backbone service implementation which will be finished by 2019. However, migration of all services to this backbone will not happen before end of 2023. | | |
| Link and references | | | |
| ATM MP links: | L3: COM10, COM12, 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: | ++ | More cost effective than fragmented network services, meet current and future communication needs. Will reduce the coordination effort between ANSPs to validate, test and transition ATM applications. | |
| Operational efficiency: | | - | |
| Security: | | - | |

| SDDS | | | |
|---|---|---|---------------------------|
| Organisation(s): | SMATSA (ME) | | Type of project: National |
| Schedule: | 2020 | | |
| Status: | Planned | | |
| Description: | SDDS system implementation as a substitute for ADR. | | |
| Link and references | | | |
| ATM MP links: | - | | |
| Other links: | - | | |
| Project included in RP2 Performance Plan: | - | Name/Code in RP2 Performance Plan: | - |
| Project included in DP: | - | Name/Code in DP: | - |
| Performance contribution | | | |
| Safety: | + | Safety-related features include a high availability hardware platform, alternative data path selection, syntax and range checking, static and dynamic filtering. An automatic switch-over function ensures data availability in case of loss of a data source by activating the connection to a substitute. | |
| Environment: | | - | |
| Capacity: | | - | |
| Cost-efficiency: | ++ | Reduced operations and maintenance costs. Simultaneous use of a wide variety of communication protocols. These gateway functions are not restricted to surveillance data and can be used in transparent mode for practically any type of information. NewPENS compatibility and it will facilitate its transformation into a "real" SWIM solution as soon as SWIM's requirements are mature. | |
| Operational efficiency: | | - | |
| Security: | | - | |

| SWIM | | | |
|---|--|---|---------------------------|
| Organisation(s): | SMATSA (ME) | | Type of project: National |
| Schedule: | 2020 - | | |
| Status: | Tentative plan | | |
| Description: | Implementation of the System Wide Information Management | | |
| Link and references | | | |
| ATM MP links: | L3: COM11.1, INF07, ITY-ADQ | | |
| Other links: | - | | |
| Project included in RP2 Performance Plan: | - | Name/Code in RP2 Performance Plan: | - |
| Project included in DP: | - | Name/Code in DP: | - |
| Performance contribution | | | |
| Safety: | + | All stakeholders will share access to the information they need, including more reliable information about the future state of the ATM system and its environment. Greater automation of ATM will allow air traffic controllers to focus more on monitoring and contingency planning and this will also reduce data entry errors. | |
| Environment: | + | Increased predictability of air traffic movements and infrastructure usage at the airport will lead to optimised usage of resources which will have a positive impact on the environment. | |
| Capacity: | | - | |
| Cost-efficiency: | + | As the SWIM concept grows in maturity, standardization and re-use of services between systems as well as the reduced duplication in managing the same information in multiple systems will bring down system operating costs for all ATM stakeholders. | |
| Operational efficiency: | | - | |
| Security: | | - | |

| Secondary radar Vrsuta | | | |
|---|--|--|---------------------------|
| Organisation(s): | SMATSA (ME) | | Type of project: National |
| Schedule: | 2018-2022 | | |
| Status: | Ongoing | | |
| Description: | Implementation of secondary radar for south-west SMATSA’s en-route airspace. | | |
| Link and references | | | |
| ATM MP links: | L3: ITY-ACID, ITY-SPI | | |
| 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: | + | Improved secondary radar coverage redundancy in a south-west parts of SMATSA’s en-route airspace, improved SSR coverage in TMA airspace and better air traffic situation awareness for inbound flights originating from neighbouring countries’’ airports (Tirana, Dubrovnik). | |
| Environment: | | - | |
| Capacity: | + | Enhanced secondary radar coverage on lower altitudes in south-west parts of SMATSA’s en-route airspace will lead to more optimal radar vectoring in those areas, especially having in mind that SMATSA Ilc has implemented Free Route Airspace concept – SECSI FRA since February 2018, from FL205 upwards, and possible plans to further lower said altitude. | |
| Cost-efficiency: | | - | |
| Operational efficiency: | + | More optimal radar vectoring. | |
| Security: | | - | |

| Upgrade of Hardware and Software of FAMUS TopSky-ATC System with the Expansion of the System, Step 1 Phase 2 | | | |
|--|--|--|---------------------------|
| Organisation(s): | SMATSA (ME) | | Type of project: National |
| Schedule: | 2018 - 2020 | | |
| Status: | Ongoing | | |
| Description: | Software and hardware upgrade of TopSky-ATC system | | |
| Link and references | | | |
| ATM MP links: | - | | |
| Other links: | - | | |
| Project included in RP2 Performance Plan: | - | Name/Code in RP2 Performance Plan: | - |
| Project included in DP: | - | Name/Code in DP: | - |
| Performance contribution | | | |
| Safety: | + | Increased safety through automation and new functionalities of the system. | |
| Environment: | | - | |
| Capacity: | + | Increased capacity through reduction of the controller workload and better usage of the available resources. | |
| Cost-efficiency: | + | Increased controller productivity through the use advanced tools. | |
| Operational efficiency: | ++ | Increased controller productivity through the use advanced tools. Reduced controller workload and better usage of the available resources. | |
| Security: | | - | |

| Upgrade of functionality of the DPS with the transition to TopSky System, step2 | | | |
|---|--|--|---------------------------|
| Organisation(s): | SMATSA (ME) | | Type of project: National |
| Schedule: | 2020-2021 | | |
| Status: | Planned | | |
| Description: | Software upgrade of the TopSky-ATC system towards newest generation of the Thales ATC product. | | |
| Link and references | | | |
| ATM MP links: | L3: FCM06 | | |
| Other links: | - | | |
| Project included in RP2 Performance Plan: | - | Name/Code in RP2 Performance Plan: | - |
| Project included in DP: | - | Name/Code in DP: | - |
| Performance contribution | | | |
| Safety: | + | Increased safety through automation and new functionalities of the system. | |
| Environment: | | - | |
| Capacity: | + | Increased capacity through reduction of the controller workload and better usage of the available resources. | |
| Cost-efficiency: | + | Increased controller productivity through the use advanced tools. | |
| Operational efficiency: | + | Increased controller productivity through the use advanced tools. | |
| Security: | | - | |

3. Annexes

3.1. Specialists involved in the ATM implementation reporting for Montenegro

LSSIP Co-ordination

| LSSIP Focal Points | Organisation | Name |
|--------------------------------|-----------------------|----------------|
| LSSIP National Focal Point | Civil Aviation Agency | Andrea DUKANAC |
| LSSIP Focal Point for NSA/CAA | Civil Aviation Agency | Andrea DUKANAC |
| LSSIP Focal Point for ANSP | SMATSA | Bojan SAVNIK |
| LSSIP Focal Point for Military | Montenegrin Air Force | Boško KUVELJIĆ |

EUROCONTROL LSSIP Support

| Function | Directorate | Name |
|----------------------|-------------|-------------------------------|
| LSSIP Contact Person | NMD/INF/PAS | Octavian CIOARĂ |
| LSSIP Support Team | NMD/INF/PAS | lssip.support@eurocontrol.int |

Other Focal Points

| Other Focal Points | Organisation | Name |
|-------------------------|--------------|--------------------|
| Focal Point for U-space | | |
| Focal Point for NETSYS | SMATSA | Miroslav Glavonjić |