

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
САА	Mr. Dragan ĐUROVIĆ	Director	# min 10
SMATSA	Mr. Predrag JOVANOVIĆ	Director	Ways Freds. 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 Timescales: Initial operational capability: 01/01/2012 Full operational capability: 31/12/2018	0%	Not yet planned
Links to OI Steps: A	OM-0301, AOM-0303 [E]		
Links to Enablers: A	AMS-10a, AIMS-19b		
Montenegro intend	ds 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 -
1	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 SL	OAs 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 -
I .	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 users.	ANSP. SMATSA is service provider for both civil and military		-
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 SL	OAs 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)			
IVIIL (Dy.12/2016)			
Military Authority		0%	Not yet planned
Military Authority	OAs will be shown in this edition.	0%	Not yet planned
Military Authority	OAs will be shown in this edition. Apply common principles, rules and procedures for OAT handling and OAT/GAT interface	0%	Not yet planned - by:31/12/2018
Military Authority Under study. No SL AOM13.1-MIL01	Apply common principles, rules and procedures for OAT handling and	0%	by:31/12/2018
Military Authority Under study. No SL AOM13.1-MIL01 Military Authority	Apply common principles, rules and procedures for OAT handling and		-
Military Authority Under study. No SL AOM13.1-MIL01 Military Authority	Apply common principles, rules and procedures for OAT handling and OAT/GAT interface	0%	by:31/12/2018 Not yet planned
Military Authority Under study. No SL AOM13.1-MIL01 Military Authority 1	Apply common principles, rules and procedures for OAT handling and OAT/GAT interface - Activity started (e.g. Project kicked-off)	0% 10%	by:31/12/2018 Not yet planned N
Military Authority Under study. No SL AOM13.1-MIL01 Military Authority 1 2	Apply common principles, rules and procedures for OAT handling and OAT/GAT interface - Activity started (e.g. Project kicked-off) Procedures for OAT/GAT interfaces drafted	0% 10% 30%	by:31/12/2018 Not yet planned N N N N
Military Authority Under study. No SL AOM13.1-MIL01 Military Authority 1 2	Apply common principles, rules and procedures for OAT handling and OAT/GAT interface - Activity started (e.g. Project kicked-off) Procedures for OAT/GAT interfaces drafted Procedures for OAT/GAT interfaces agreed, tested & validated	0% 10% 30% 35%	by:31/12/2018 Not yet planned N - N - N - N -
Military Authority Under study. No SL AOM13.1-MIL01 Military Authority 1 2 3	Apply common principles, rules and procedures for OAT handling and OAT/GAT interface - Activity started (e.g. Project kicked-off) Procedures for OAT/GAT interfaces drafted Procedures for OAT/GAT interfaces agreed, tested & validated Procedures for OAT/GAT interfaces implemented, i.e. in operational use Provide feedback on result of conformance analysis between national	0% 10% 30% 35%	by:31/12/2018 Not yet planned N - N - N - N - N - N - N - N -
Military Authority Under study. No SL AOM13.1-MIL01 Military Authority 2 3 4 AOM13.1-MIL02 Military Authority	Apply common principles, rules and procedures for OAT handling and OAT/GAT interface - Activity started (e.g. Project kicked-off) Procedures for OAT/GAT interfaces drafted Procedures for OAT/GAT interfaces agreed, tested & validated Procedures for OAT/GAT interfaces implemented, i.e. in operational use Provide feedback on result of conformance analysis between national	0% 10% 30% 35% 25%	by:31/12/2018 Not yet planned N - N - N - N - N - by:31/12/2012
Military Authority Under study. No SL AOM13.1-MIL01 Military Authority 1 2 3 4 AOM13.1-MIL02 Military Authority 1	Apply common principles, rules and procedures for OAT handling and OAT/GAT interface - Activity started (e.g. Project kicked-off) Procedures for OAT/GAT interfaces drafted Procedures for OAT/GAT interfaces agreed, tested & validated Procedures for OAT/GAT interfaces implemented, i.e. in operational use Provide feedback on result of conformance analysis between national rules to EUROAT -	0% 10% 30% 35% 25%	by:31/12/2018 Not yet planned N - by:31/12/2012 Not yet planned
Military Authority Under study. No SL AOM13.1-MIL01 Military Authority 1 2 3 4 AOM13.1-MIL02 Military Authority 1 2	Apply common principles, rules and procedures for OAT handling and OAT/GAT interface - Activity started (e.g. Project kicked-off) Procedures for OAT/GAT interfaces drafted Procedures for OAT/GAT interfaces agreed, tested & validated Procedures for OAT/GAT interfaces implemented, i.e. in operational use Provide feedback on result of conformance analysis between national rules to EUROAT - Activity started (e.g. Project kicked-off)	0% 10% 30% 35% 25% 0%	by:31/12/2018 Not yet planned N - N - N - N - N - by:31/12/2012 Not yet planned N -
Military Authority Under study. No SL AOM13.1-MIL01 Military Authority 1 2 3 4 AOM13.1-MIL02 Military Authority 1 2	Apply common principles, rules and procedures for OAT handling and OAT/GAT interface - Activity started (e.g. Project kicked-off) Procedures for OAT/GAT interfaces drafted Procedures for OAT/GAT interfaces agreed, tested & validated Procedures for OAT/GAT interfaces implemented, i.e. in operational use Provide feedback on result of conformance analysis between national rules to EUROAT - Activity started (e.g. Project kicked-off) Conformance analysis of national rules and EUROAT performed Point of contact (POC) and distribution list for the dissemination of	0% 10% 30% 35% 25% 0% 10% 40%	by:31/12/2018 Not yet planned N - N - N - N - N - by:31/12/2012 Not yet planned N - N - N - by:31/12/2012
Military Authority Under study. No SL AOM13.1-MIL01 Military Authority 1 2 3 4 AOM13.1-MIL02 Military Authority 1 2 3 4 AOM13.1-MIL02	Apply common principles, rules and procedures for OAT handling and OAT/GAT interface - Activity started (e.g. Project kicked-off) Procedures for OAT/GAT interfaces drafted Procedures for OAT/GAT interfaces agreed, tested & validated Procedures for OAT/GAT interfaces implemented, i.e. in operational use Provide feedback on result of conformance analysis between national rules to EUROAT - Activity started (e.g. Project kicked-off) Conformance analysis of national rules and EUROAT performed Point of contact (POC) and distribution list for the dissemination of EUROAT specification established and provided to EUROCONTROL	0% 10% 30% 35% 25% 0% 10% 40%	by:31/12/2018 Not yet planned N - N - N - N - N - by:31/12/2012 Not yet planned N - N - N - N - N - N - N - N
Military Authority Under study. No SL AOM13.1-MIL01 Military Authority 1 2 3 AOM13.1-MIL02 Military Authority 1 2 AOM13.1-MIL02 AOM13.1-MIL04 Military Authority	Apply common principles, rules and procedures for OAT handling and OAT/GAT interface - Activity started (e.g. Project kicked-off) Procedures for OAT/GAT interfaces drafted Procedures for OAT/GAT interfaces agreed, tested & validated Procedures for OAT/GAT interfaces implemented, i.e. in operational use Provide feedback on result of conformance analysis between national rules to EUROAT - Activity started (e.g. Project kicked-off) Conformance analysis of national rules and EUROAT performed Point of contact (POC) and distribution list for the dissemination of EUROAT specification established and provided to EUROCONTROL	0% 10% 30% 35% 25% 0% 10% 40% 50%	by:31/12/2018 Not yet planned N - N - N - N - N - by:31/12/2012 Not yet planned N - N - by:31/12/2015

2 Plan for migration of aeronautical info	rmation to EAD established and	N
Data Provider Agreement with EUROC	ONTROL signed by all Military 40%	
Authorities responsible for AIS Data		-
3 All Military Authorities responsible for	AIS Data have implemented EAD	N
and maintain the three sets of AIP Da	a 50%	-

	ASM Support Tools to Support Advanced FUA (AFUA) Timescales:		
AOM19.1	Initial operational capability: 01/01/2011	10%	Late
	Full operational capability: 31/12/2018		
Links to DP Families	:: 3.1.1 - ASM Tool to support AFUA		
	g 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)	100/	Υ
		10%	31/12/2018
2	Automated ASM support systems procured	30%	N
		30%	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
	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
	Operational use of automated ASM support system is planned for mid of 202	20.	
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%	Υ
			31/12/2018
	Local ASM support system has been adapted to make it interoperable with	65%	N
	NM system (AIXM 5.1 interface)		
			18/06/2020
Comment:	Plan to adapt system to support AIXM 5.1 interface by mid of 2020.		
Comment:		25%	N
Comment:	Plan to adapt system to support AIXM 5.1 interface by mid of 2020. A Letter of Agreement (LoA) has been concluded with NM	25%	
Comment: Comment:	Plan to adapt system to support AIXM 5.1 interface by mid of 2020. A Letter of Agreement (LoA) has been concluded with NM Plan to sign LoA with NM by mid of 2020.	25%	N 17/07/2020
Comment: Comment: AOM19.1-ASP03	Plan to adapt system to support AIXM 5.1 interface by mid of 2020. A Letter of Agreement (LoA) has been concluded with NM		N 17/07/2020 by:31/12/2018
Comment: 3 Comment: AOM19.1-ASP03 SMATSA	Plan to adapt system to support AIXM 5.1 interface by mid of 2020. A Letter of Agreement (LoA) has been concluded with NM Plan to sign LoA with NM by mid of 2020. Improve planning and allocation of airspace booking -	25%	N 17/07/2020 by:31/12/2018 Late
Comment: 3 Comment: AOM19.1-ASP03 SMATSA	Plan to adapt system to support AIXM 5.1 interface by mid of 2020. A Letter of Agreement (LoA) has been concluded with NM Plan to sign LoA with NM by mid of 2020.		N 17/07/2020 by:31/12/2018 Late Y
Comment: Comment: AOM19.1-ASP03 SMATSA 1	Plan to adapt system to support AIXM 5.1 interface by mid of 2020. A Letter of Agreement (LoA) has been concluded with NM Plan to sign LoA with NM by mid of 2020. Improve planning and allocation of airspace booking - Activity started (e.g. Project kicked-off)	10%	N 17/07/2020 by:31/12/2018 Late Y 31/12/2018
Comment: 3 Comment: AOM19.1-ASP03 SMATSA 1	Plan to adapt system to support AIXM 5.1 interface by mid of 2020. A Letter of Agreement (LoA) has been concluded with NM Plan to sign LoA with NM by mid of 2020. Improve planning and allocation of airspace booking - Activity started (e.g. Project kicked-off) A tool allowing the measurement of FUA Indicators (described in detail in	10% 10%	N 17/07/2020 by:31/12/2018 Late Y
Comment: 3 Comment: AOM19.1-ASP03 SMATSA 1	Plan to adapt system to support AIXM 5.1 interface by mid of 2020. A Letter of Agreement (LoA) has been concluded with NM Plan to sign LoA with NM by mid of 2020. Improve planning and allocation of airspace booking - Activity started (e.g. Project kicked-off) A tool allowing the measurement of FUA Indicators (described in detail in Section 7 of the EUROCONTROL ASM Handbook) has been installed (e.g.	10%	N 17/07/2020 by:31/12/2018 Late Y 31/12/2018
Comment: Comment: AOM19.1-ASP03 SMATSA 1	Plan to adapt system to support AIXM 5.1 interface by mid of 2020. A Letter of Agreement (LoA) has been concluded with NM Plan to sign LoA with NM by mid of 2020. Improve planning and allocation of airspace booking - Activity started (e.g. Project kicked-off) 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)	10% 10% 30%	N 17/07/2020 by:31/12/2018 Late Y 31/12/2018 N
Comment: Comment: AOM19.1-ASP03 SMATSA 1 Comment:	Plan to adapt system to support AIXM 5.1 interface by mid of 2020. A Letter of Agreement (LoA) has been concluded with NM Plan to sign LoA with NM by mid of 2020. Improve planning and allocation of airspace booking - Activity started (e.g. Project kicked-off) 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) Plan to install a tool allowing the measurement of FUA Indicators by mid of 2	10% 10% 30%	N 17/07/2020 by:31/12/2018 Late Y 31/12/2018 N 16/07/2020
Comment: Comment: AOM19.1-ASP03 SMATSA 1 Comment:	Plan to adapt system to support AIXM 5.1 interface by mid of 2020. A Letter of Agreement (LoA) has been concluded with NM Plan to sign LoA with NM by mid of 2020. Improve planning and allocation of airspace booking - Activity started (e.g. Project kicked-off) 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)	10% 10% 30%	N 17/07/2020 by:31/12/2018 Late Y 31/12/2018 N 16/07/2020
Comment: 3 Comment: AOM19.1-ASP03 SMATSA 1 2 Comment: 3	Plan to adapt system to support AIXM 5.1 interface by mid of 2020. A Letter of Agreement (LoA) has been concluded with NM Plan to sign LoA with NM by mid of 2020. Improve planning and allocation of airspace booking - Activity started (e.g. Project kicked-off) 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) Plan to install a tool allowing the measurement of FUA Indicators by mid of 2 FUA Indicators are continuously measured using PRISMIL or a similar tool	10% 10% 30% 2020. 35%	N 17/07/2020 by:31/12/2018 Late Y 31/12/2018 N 16/07/2020
Comment: 3 Comment: AOM19.1-ASP03 SMATSA 1 Comment: 3 Comment:	Plan to adapt system to support AIXM 5.1 interface by mid of 2020. A Letter of Agreement (LoA) has been concluded with NM Plan to sign LoA with NM by mid of 2020. Improve planning and allocation of airspace booking - Activity started (e.g. Project kicked-off) 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) Plan to install a tool allowing the measurement of FUA Indicators by mid of 2 FUA Indicators are continuously measured using PRISMIL or a similar tool Implementation of continuous measurement of FUA Indicators is planned fo	10% 10% 30% 2020. 35%	N 17/07/2020 by:31/12/2018 Late Y 31/12/2018 N 16/07/2020 N 16/07/2020
Comment: 3 Comment: AOM19.1-ASP03 SMATSA 1 Comment: 3 Comment:	Plan to adapt system to support AIXM 5.1 interface by mid of 2020. A Letter of Agreement (LoA) has been concluded with NM Plan to sign LoA with NM by mid of 2020. Improve planning and allocation of airspace booking - Activity started (e.g. Project kicked-off) 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) Plan to install a tool allowing the measurement of FUA Indicators by mid of EUA Indicators are continuously measured using PRISMIL or a similar tool Implementation of continuous measurement of FUA Indicators is planned fo Planning and allocation of reserved/segregated airspace at pre-tactical	10% 10% 30% 2020. 35%	N 17/07/2020 by:31/12/2018 Late Y 31/12/2018 N 16/07/2020 N 16/07/2020
Comment: Comment: AOM19.1-ASP03 SMATSA Comment: Comment: Comment: 4	Plan to adapt system to support AIXM 5.1 interface by mid of 2020. A Letter of Agreement (LoA) has been concluded with NM Plan to sign LoA with NM by mid of 2020. Improve planning and allocation of airspace booking - Activity started (e.g. Project kicked-off) 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) Plan to install a tool allowing the measurement of FUA Indicators by mid of 2 FUA Indicators are continuously measured using PRISMIL or a similar tool Implementation of continuous measurement of FUA Indicators is planned fo	10% 10% 30% 2020. 35% or mid of 2	N 17/07/2020 by:31/12/2018 Late Y 31/12/2018 N 16/07/2020 N 16/07/2020 2020. N 13/08/2020

	An I was a second		I
	ASM Management of Real-Time Airspace Data		
AOM19.2	<u>Timescales:</u>	10%	Ongoing
	Initial operational capability: 01/01/2017		
	Full operational capability: 31/12/2021		
	OM-0202-A [E], AOM-0206-A [E]		
	s: B1-FRTO, B1-NOPS		
	s: 3.1.2 - ASM management of real time airspace data		
	ring the implementation of this objective by the end of 2021.		30/12/2021
ASP (By:12/2021)			
SMATSA		10%	Ongoing
SMATSA is consider	ing 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%	Υ
		10/0	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	30%	N
	local ASM support systems procured	3070	09/09/2021
	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	60%	N
	local ASM support systems installed	00%	30/12/2021
AOM19.2-ASP02	Adapt local ASM support system for real-time ASM data exchanges with		by:31/12/2021
	NM systems		Uy.31/12/2021
SMATSA	-	10%	Ongoing
1	Activity started (e.g. Project kicked-off)	10%	Υ
		10/0	31/12/2018
	Tentative plans are in place for this objective.		1
2	Upgrade to local ASM support system for real-time ASM data exchanges	30%	N
	with NM procured		02/11/2021
	Plan to upgrade to local ASM support system for real-time ASM data excha	nges with	NM.
3	Upgrade to local ASM support system for real-time ASM data exchanges	60%	N
	with NM installed	0070	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
	Activity started (e.g. Project kicked-off)		Y
		10%	31/12/2018
Comment:	Tentative plans are in place for this objective.	1	, ,
	Procedures related to real-time (tactical) ASM level III information	2551	N
	exchange drafted	30%	04/10/2021
Comment:	Expect to draft procedures related to real-time (tactical) ASM level III inform	nation exc	
	Procedures related to real-time (tactical) ASM level III information		N
	exchange agreed, tested & validated	35%	02/11/2021
Comment:	Plan to apply procedures related to real-time (tactical) ASM level III information	ation excha	ange.
	Plan to apply procedures related to real-time (tactical) ASM level III information	25%	ange. N

Links to ICAO ASBU	Full Rolling ASM/ATFCM Process and ASM Information Sharing Timescales: Initial operational capability: 01/01/2014 Full operational capability: 31/12/2021 OM-0202, AOM-0202-A [E] s: B0-FRTO, B1-FRTO, B1-NOPS, B2-NOPS	10%	Ongoing
	s: 3.1.3 - Full rolling ASM/ATFCM process and ASM information sharing		20/10/2021
ASP (By:12/2021)	ring the implementation of this objective by the end of 2021.		30/12/2021
		100/	Onneine
SMATSA is consider	ring the implementation of this objective by the end of 2021.	10%	Ongoing 30/12/2021
	, , ,		
AOM19.3-ASP01	Adapt ASM systems to support a full rolling ASM/ATFCM process	400/	by:31/12/2021
SMATSA	<u> </u>	10%	Ongoing
1	Activity started (e.g. Project kicked-off)	10%	Y 31/12/2018
Comment:	Tentative plans are in place for this objective.		31/12/2018
	Upgrade to ASM systems to support a full rolling ASM/ATFCM process	30%	N
_	procured		09/09/2021
Comment:	M process		
3	Upgrade to ASM systems to support a full rolling ASM/ATFCM process	C00/	N
	installed	60%	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%	Υ
		10%	31/12/2018
Comment:	Tentative plans are in place for this objective.		
2	Procedures and processes for a full rolling ASM/ATFCM process drafted	20%	N
		30%	04/10/2021
Comment:	Plan to draft procedures and processes for a full rolling ASM/ATFCM process	s by 2021	•
3	Procedures and processes for a full rolling ASM/ATFCM process agreed,	35%	N
	tested & validated	33%	02/11/2021
Comment:	Plan to agree, test and validate procedures and processes for a full rolling A	SM/ATFCI	M process by 2021.
4	Procedures and processes for a full rolling ASM/ATFCM process (including		N
	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%	30/12/2021

	Management of Pre-defined Airspace Configurations		
AOM19.4	<u>Timescales:</u>	0%	Not yet planned
AOMIJ.4	Initial operational capability: 01/01/2018	0,0	Not yet planned
	Full operational capability: 31/12/2021		
Links to ICAO ASBU	s: B1-FRTO, B1-NOPS		
Links to DP Families	s: 3.1.4 - Management of dynamic airspace configurations		
SMATSA is conside	ring the implementation of this objective but no concrete plans are devel	oped yet.	-
ASP (By:12/2021)			
SMATSA		0%	Not yet planned
SMATSA is consider	ring 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		by:31/12/2021
	pre-defined airspace configurations.		Dy.51/12/2021
SMATSA	-	0%	Not yet planned
1	Activity started (e.g. Project kicked-off)	10%	N
		10%	-
2	New/upgraded ATM system supporting management of ASM solutions	30%	N
	and pre-defined airspace configurations procured	30%	-
3	New/upgraded ATM system supporting management of ASM solutions	60%	N
	and pre-defined airspace configurations installed	00%	-
AOM19.4-ASP02	Implement procedures in support of an improved ASM solution process		by:31/12/2021
	and pre-defined airspace configurations		Dy.51/12/2021
SMATSA	-	0%	Not yet planned
1	Activity started (e.g. Project kicked-off)	10%	N
		10%	-
2	Procedures to support ASM solution process and pre-defined airspace	30%	N
	configurations drafted	30/0	-
3	Procedures to support ASM solution process and pre-defined airspace	35%	N
	configurations agreed, tested & validated	33/0	-
4	Procedures to support ASM solution process and pre-defined airspace	25%	N
	configurations implemented	23/0	-

		1	
	Direct Routing		
AOM21.1	(Outside Applicability Area)	%	Not Applicable
AGMELIT	<u>Timescales:</u>	/0	Not Applicable
	- not applicable -		
	s: 3.2.1 - Upgrade of ATM systems (NM, ANSPs, AUs) to support Direct Routir .3 - Implement Published Direct Routings (DCTs)	ngs (DCTs) and Free Routing
MATSA has imple	mented FRA concept.		-
ASP (By:12/2017)	<u> </u>		
SMATSA		%	Not Applicable
	-	, , ,	-
AOM21.1-ASP01	Implement procedures and processes in support of the network dimension		by:-
SMATSA	implement procedures and processes in support of the network dimension	%	Not Applicable
	Activity started (e.g. Project kicked-off)	/0	NA
	Activity started (e.g. Project kicked-on)	10%	-
2	Direct routing airspace has been identified in coordination with the	30%	NA
	Network and FAB partners and the RAD has been updated accordingly	50/0	-
3	Local ATFCM procedures in cooperation with the network taking on board	250/	NA
	the Direct Routing impact agreed, tested and validated	35%	-
4	Local ATFCM procedures in cooperation with the network taking on board	250/	NA
	the Direct Routing impact implemented	25%	-
OM21.1-ASP02	Implement system improvements		by:-
MATSA	-	%	Not Applicable
1	Activity started (e.g. Project kicked-off)		NA
		10%	-
2	System/Function for implementation of Direct Routing procured		NA
	,	30%	_
3	System/Function for implementation of Direct Routing installed		NA
J		60%	-
OM21.1-ASP03	Implement procedures and processes in support of the local dimension		by:-
MATSA		%	Not Applicable
	Activity started (e.g. Project kicked-off)	70	NA NA
-	lettivity started (e.g. 110)eet kieked on	10%	-
2	The Direct Routing airspace has been described and published in the AIP,		NA
2	RAD and/or the charts	30%	- IVA
3	ASM and ATC procedures taking on board the Direct Routing impact		NA
3	agreed, tested & validated	35%	- IVA
1	ASM and ATC procedures taking on board the Direct Routing implemented		NA
-	Asia and Arc procedures taking on board the brieft Routing implemented	25%	INA
AOM21.1-ASP04	Implement transversal activities (verification at local/regional level, safety		-
MOIVIZ1.1-A3PU4	case and training)		by:-
BAATC A	case and training)	0/	Not Applicable
MATSA	Activity started (e.g. Project kicked-off)	%	
1	Activity started (e.g. Project kicked-off)	10%	NA NA
3	Direct Pouting concept validated		- NIA
2	Direct Routing concept validated	30%	NA
			-
3	Safety argument has been developed and delivered to the competent	30%	NA
	authority		-
4	ATCO Training conducted	30%	NA
		3070	-

	Free Route Airspace		
	Timescales:		
AOM21.2	Initial operational capability: 01/01/2015	100%	Completed
	Full operational capability: 31/12/2021		
Links to ICAO ASBU Links to DP Familie	OM-0401, AOM-0402, AOM-0501 [E], AOM-0505 [E], CM-0102-A [E] ls: B0-FRTO, B1-FRTO s: 3.2.1 - Upgrade of ATM systems (NM, ANSPs, AUs) to support Direct Routin.4 - Implement Free Route Airspace	ngs (DCTs)	and Free Routing
_	FRA was implemented in April 2015. Full cross-border FRA above FL325 8/12/2016. SMATSA implemented cross-border FRA above FL205 on 01/02	/2018.	01/02/2018
ASP (By:12/2021)	-,,,,,,,,,,		
SMATSA		100%	Completed
	FRA was implemented in April 2015. Full cross border FRA		, , , , , , , , , , , , , , , , , , ,
•	mented on 08/12/2016. SMATSA implemented cross-border		01/02/2018
FRA above FL205 o	· · · · · · · · · · · · · · · · · · ·		
AOM21.2-ASP01	Implement procedures and processes in support of the network dimension		by:31/12/2021
SMATSA	-	100%	Completed
	Activity started (e.g. Project kicked-off)		Υ
	, , , , , , , , , , , , , , , , , , , ,	10%	-
2	FRA airspace has been identified in coordination with the Network and		Υ
	FAB partners and the RAD has been updated accordingly	30%	-
3	Local ATFCM procedures in cooperation with the network taking on board		Υ
	the FRA impact agreed, tested and validated	35%	-
4	Local ATFCM procedures in cooperation with the network taking on board		Υ
	the FRA impact implemented	25%	01/02/2018
Comment:	Necessary coordination was performed in due regard. Updated local ATFCM	1.	0 = 7 = 2 = 2
AOM21.2-ASP02	Implement system improvements		by:31/12/2021
SMATSA	-	100%	Completed
	Activity started (e.g. Project kicked-off)		Υ
		10%	-
2	System/Function for implementation of FRA procured		Υ
		30%	-
3	System/Function for implementation of FRA installed		Υ
		60%	10/11/2014
Comment:	The ANSP system is updated according to fourth phase of the local FRA equi	valent. Sv	
	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.		
	Activity started (e.g. Project kicked-off)	1001	Υ
		10%	-
2	New/upgraded ATM system supporting support dynamic sectorisation	2007	Υ
	procured	30%	-
3	New/upgraded ATM system supporting support dynamic sectorisation	250/	Υ
	installed	35%	-
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
	Activity started (e.g. Project kicked-off)		Υ
		10%	-
2	FRA airspace has been described and published in the AIP, RAD and/or the		Υ
	charts	30%	01/02/2018

Comment:	AIC A 004/2017 - Introduction od South East Common Sky Initiative Free Ropublished on 13/10/2017.	ute Airspa	ce (SECSI FRA),
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%	Υ
		25%	01/02/2018
Comment:	FRA airspace has been described and published in the AIP. LoAs, ASM and A	ATC have b	een 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%	Υ
			15/10/2015
2	FRA concept validated	30%	Υ
		30%	30/10/2017
	Cross border FRA night was implemented in April 2015. Macroscopic simulation for full cross border FRA above FL325 completed 16 simulation on 25.03.2016 and ATFCM on 12.10.2016. H24 Cross border FRA on 08.12.2016. Flight Plan validation sessions SECSI FRA were conducted during September Macroscopic simulation for full cross border FRA above FL205 completed during September Macroscopic simulation for full cross border FRA above FL205 completed during September Macroscopic simulation for full cross border FRA above FL205 completed during September Macroscopic simulation for full cross border FRA above FL205 completed during September Macroscopic simulation for full cross border FRA above FL205 completed during September Macroscopic simulation for full cross border FRA above FL205 completed during September Macroscopic simulation for full cross border FRA above FL205 completed during September Macroscopic simulation for full cross border FRA above FL205 completed during September Macroscopic simulation for full cross border FRA above FL205 completed during September Macroscopic simulation for full cross border FRA above FL205 completed during September Macroscopic simulation for full cross border FRA above FL205 completed during September Macroscopic simulation for full cross border FRA above FL205 completed during September Macroscopic simulation for full cross border FRA above FL205 completed during September Macroscopic simulation for full cross border FRA above FL205 completed during September Macroscopic simulation for full cross border FRA above FL205 completed during September Macroscopic simulation for full cross border FRA above FL205 completed during September Macroscopic simulation for full cross border FRA above FL205 completed during September Macroscopic simulation for full cross border FRA above FL205 completed during September Macroscopic simulation for full cross september Macroscopic simulation full full cross september Macroscopic simulation full full cross september full full cross september	above FL	325 implemented ber 2016.
3	Safety argument has been developed and delivered to the competent	30%	Υ
	authority	30%	01/11/2017
4	ATCO Training conducted	30%	Υ
		30%	01/02/2018
	ATCO training for cross border FRA night has been completed on 30/04/201 border full FRA on 07/12/2016. Training for FRA FL205 and above was comp		-

	Advanced Surface Movement Guidance and Control System A-SMGCS		
AOP04.1	Surveillance (former Level 1)	%	Not Applicable
7010411	<u>Timescales:</u>	/*	Not Applicable
	- not applicable -		
Links to DP Famili	es: 2.2.1 - A-SMGCS Level 1 and 2		
	LYPG - Podgorica Airport (Outside Applicability Area)		
	plicability area. There is no operational justification for the implementation time span of this document.	of this	-
REG (By:12/2010)	•		
•			
NODO4 1 DEC01	Mandata the carriage of required circreft equipment to enable legation		
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:-
	L	%	Not Applicable
	1 Activity started (e.g. Project kicked-off)	/0	NA
	Thetivity started (e.g. 110)eet Nicked Off)	10%	-
	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		NA
	transponder operating procedures, approved and published in national AIP	60%	-
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 NA
	3 Required surveillance equipment installed	60%	- NA
AOP04.1-ASP02	Train aerodrome control staff in the use of A-SMGCS Surveillance in the		by:-
	provision of aerodrome control service		
	-	%	Not Applicable
	1 Activity started (e.g. Project kicked-off)	10%	NA -
	2 Training ongoing	40%	NA

	T		T
	<u> </u>		-
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)		NA
		10%	-
2	A-SMGCS operational procedures drafted		NA
_	The state of the s	30%	-
3	A-SMGCS operational procedures agreed, tested & validated		NA
J	A sivides operational procedures agreed, tested & validated	35%	-
1	A-SMGCS operational procedures implemented, i.e. in operational use		NA
4	A-Sivides operational procedures implemented, i.e. in operational use	25%	- IVA
APO (By:12/2010)			-
		0/	Not Applicable
Montenegro Airpo		%	Not Applicable
1	onal justification for the implementation of this objective for		-
the time span of th			
AOP04.1-APO01	Install required surveillance equipment		by:-
Montenegro	-	%	Not Applicable
Airports			
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)	4.00/	NA
		10%	-
2	Ground vehicles equipment procured	200/	NA
		30%	-
3	Ground vehicles equipment installed, tested & validated		NA
		60%	-
AOP04.1-APO03	Train ground vehicle drivers		by:-
Montenegro	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		
Airports	-	%	Not Applicable
	Activity started (e.g. Project kicked-off)		NA
_	,,	10%	-
2	Training ongoing		NA
		40%	-
2	Training completed		NA NA
	Training completed	50%	

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 Famili	es: 2.2.1 - A-SMGCS Level 1 and 2		
	LYPG - Podgorica Airport		
	(Outside Applicability Area)		
•	plicability area. There is no operational justification for the implementation	of this	_
	time span of this document.		
ASP (By:12/2017)			1
		1	
AOP04.2-ASP01	Install required A-SMGCS RMCA function equipment		by:-
		%	Not Applicable
	1 Activity started (e.g. Project kicked-off)	10%	NA NA
	2 Required A-SMGCS Level 2 control function system procured		- NA
	2 Required A-Sivides Level 2 control function system procured	30%	INA -
	3 Required A-SMGCS Level 2 control function system installed		NA NA
	nequired 7. Sivides Ecver 2 control function system instance	60%	-
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
		1070	-
	2 Training ongoing	40%	NA
		4070	-
	Training completed	50%	NA
000404000			-
AOP04.2-ASP03	Implement approved A-SMGCS RMCA operational procedures	0/	by:-
	1 Activity started (e.g. Project kicked-off)	%	Not Applicable
	Activity started (e.g. Project kicked-off)	10%	NA
	2 Local A-SMGCS Level 2 operational procedures drafted		NA NA
	2 Local A Sivides Level 2 operational procedures district	30%	-
	3 Local A-SMGCS Level 2 operational procedures agreed, tested & validated		NA
	, and the same of	35%	-
	4 Local A-SMGCS Level 2 operational procedures implemented, i.e. in	250/	NA
	operational use	25%	-
APO (By:12/2017)			
Montenegro Airp	orts	%	Not Applicable
•	cional justification for the implementation of this objective for		_
he time span of t			
AOP04.2-APO01	Install required A-SMGCS RMCA function equipment		by:-
Montenegro Airports	-	%	Not Applicable
	1 Activity started (e.g. Project kicked-off)		NA
		10%	-
	2 Required A-SMGCS Level 2 control function system procured	200/	NA
		30%	-
	Required A-SMGCS Level 2 control function system installed	60%	NA
		₩ ₩	-

AOP05	Airport Collaborative Decision Making (A-CDM) Timescales:	%	Not Applicable
A0103	- not applicable -	/0	Not Applicable
inks to OI Stens	:: AO-0501, AO-0601, AO-0602 [E], AO-0603, TS-0201 [E]		1
-	BUS: B0-ACDM, B0-RSEQ		
	ilies: 2.1.1 - Initial DMAN, 2.1.3 - Basic A-CDM		
	LYPG - Podgorica Airport		
	(Outside Applicability Area)		
	pplicability area. There is no operational justification for the implementation	of this	_
ASP (By:12/201	e time span of this document. 6)		
(27.22, 202	-1		
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)	400/	NA
		10%	-
	2 Local A-CDM committee established with all Stakeholders involved	100/	NA
		10%	-
	3 Performance objectives and KPIs drafted	200/	NA
		30%	-
	4 Performance objectives and KPIs agreed by all parties	F00/	NA
		50%	-
AOP05-ASP02	Define and implement local Air Navigation Service (ANS) procedures for		
	information sharing through Letters of Agreement (LoAs) and/or		h
	Memorandum of Understanding (MoU) in accordance with A-CDM Manual		by:-
	guidelines		
	-	%	Not Applicable
	1 Activity started (e.g. Project kicked-off)	10%	NA
		1070	-
	2 Information sharing principles/procedures defined and information	30%	NA
	sharing platform (if applicable) procured	3070	-
	3 Information sharing platform (if applicable) installed	10%	NA
		1070	-
	4 Information sharing procedures agreed, tested & validated	25%	NA
		25/0	-
	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		by:-
	accordance with CDM manual guidelines		
		%	Not Applicable
	1 Activity started (e.g. Project kicked-off)	10%	NA
	2 December 1 State 1 S		-
	2 Procedures for turnaround processes drafted through LoA and/or MoU	30%	NA
	2 December 10 March 1		-
	3 Procedures for turnaround processes agreed, tested & validated	35%	NA
	A le A and /an Mall signed by all results are and any letter the first the f		-
	4 LoA and/or MoU signed by all partners and procedures for turnaround	25%	NA
1000F 46004	processes implemented		-
AOP05-ASP04	Continually review and measure airport performance in accordance with		by:-
	Airport CDM Manual guidelines	0/	
		%	Not Applicable
	1 Activity started (e.g. Project kicked-off)	10%	NA

	2 Procedure & methodology for measuring airport performance agreed &		- NA
	validated	30%	-
	3 Procedure & methodology for measuring airport performance	35%	NA
	implemented 4 Airport performance results/benefits published		NA
	4 Airport performance results/ beliefits published	25%	-
AOP05-ASP05	Define and implement variable taxi-time and predeparture sequencing		by:-
	procedure (i.e. initial DMAN) according to airport CDM Manual guidelines		
-	<u> </u>	%	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:12/201			
Montenegro Air		%	Not Applicable
There is no oper	ational justification for the implementation of this objective for		-
the time span of AOP05-APO01			
AUPUS-APUUI	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		NA
	sharing platform (if applicable) procured	30%	INA -
	3 Information sharing platform (if applicable) installed, tested & validated	10%	NA
	S principliation sharing placiform (ii applicable) installed, tested & validated	1070	11/7

			-
	4 Information sharing procedures agreed, tested & validated	25%	NA
		2370	-
	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
an poi ta	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 -

Based Separation (TBS) LYPG - Podgorica Airport (Outside Applicability Area) cability area. There is no operational justification for the efor the time span of this document. operations procedures in national aeronautical information ed (e.g. Project kicked-off) or TBS operations have been drafted by the ANSP and	%	Not Applicable
LYPG - Podgorica Airport (Outside Applicability Area) cability area. There is no operational justification for the efor the time span of this document. operations procedures in national aeronautical information ed (e.g. Project kicked-off)		-
LYPG - Podgorica Airport (Outside Applicability Area) cability area. There is no operational justification for the efor the time span of this document. operations procedures in national aeronautical information ed (e.g. Project kicked-off)		-
(Outside Applicability Area) cability area. There is no operational justification for the efor the time span of this document. operations procedures in national aeronautical information ed (e.g. Project kicked-off)		-
cability area. There is no operational justification for the e for the time span of this document. operations procedures in national aeronautical information ed (e.g. Project kicked-off)		-
operations procedures in national aeronautical information ed (e.g. Project kicked-off)		-
ed (e.g. Project kicked-off)		
		h
		by:-
	%	Not Applicable
or TBS operations have been drafted by the ANSP and	10%	NA
or TBS operations have been drafted by the ANSP and	1070	-
	30%	NA
he Regulator		-
or TBS operations have been validated	35%	NA
TRO II I I I I I I I I ANGRI II		-
or TBS operations have been published by the ANSP in the	25%	NA
		-
is outside the applicability area. There is no operational justification of this objective for the time span of this document.	cation for	tne
ion of this objective for the time span of this document.		
N system is compatible with TBS support tool	%	by:-
ed (e.g. Project kicked-off)	70	Not Applicable NA
eu (e.g. Froject kickeu-orr)	10%	INA -
IAN system are compatible with the TBS support tool		NA
iniv system are compatible with the 165 support tool	30%	-
fied to display headwind independent time based separation		NA
ned to display nead which independent time bused separation	30%	-
is outside the applicability area. There is no operational justific	ation for	the implementation
ive for the time span of this document.		
·		
tool is able to calculate headwind independent time based	1000/	N
	100%	-
to integrate TBS Support tool with safety nets		by:-
	%	Not Applicable
ed (e.g. Project kicked-off)	10%	NA
	1070	-
	20%	NA
ation to integrate TBS support tool has been procured (if	3070	-
	35%	NA
ation to integrate TBS support tool has been procured (if ation to integrate TBS support tool has been installed	33/0	-
ation to integrate TBS support tool has been installed	25%	NA
ation to integrate TBS support tool has been installed ation to integrate TBS support tool has been tested, validated		-
ation to integrate TBS support tool has been installed ation to integrate TBS support tool has been tested, validated ble for operational use		tha implamantation
	ation to integrate TBS support tool has been installed ation to integrate TBS support tool has been tested, validated	ation to integrate TBS support tool has been installed ation to integrate TBS support tool has been tested, validated

	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 justific of this objective for the time span of this document.	ation for	the implementation
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 -
	Montenegro is outside the applicability area. There is no operational justific of this objective for the time span of this document.	Tation for	
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	10% 30%	- NA NA -
	Procedures for TBS operations have been drafted Procedures for TBS operations have been tested & validated		-
3		30%	- NA -
3	Procedures for TBS operations have been tested & validated Procedures for TBS operations have been implemented are in operational	30% 35% 25%	- NA - NA - NA
3 4 Comment:	Procedures for TBS operations have been tested & validated Procedures for TBS operations have been implemented are in operational use and have been published in the local/State AIP Montenegro is outside the applicability area. There is no operational justific	30% 35% 25% ation for	- NA - NA - NA - the implementation
Comment:	Procedures for TBS operations have been tested & validated Procedures for TBS operations have been implemented are in operational use and have been published in the local/State AIP Montenegro is outside the applicability area. There is no operational justific of this objective for the time span of this document. Train controllers (Tower and Approach) on TBS operations	30% 35% 25%	- NA - NA - NA - NA - the implementation by:- Not Applicable
Comment: AOP10-ASP06	Procedures for TBS operations have been tested & validated Procedures for TBS operations have been implemented are in operational use and have been published in the local/State AIP Montenegro is outside the applicability area. There is no operational justific of this objective for the time span of this document. Train controllers (Tower and Approach) on TBS operations - Activity started (e.g. Project kicked-off)	30% 35% 25% ation for	- NA - NA - NA - the implementation
Comment: AOP10-ASP06	Procedures for TBS operations have been tested & validated Procedures for TBS operations have been implemented are in operational use and have been published in the local/State AIP Montenegro is outside the applicability area. There is no operational justific of this objective for the time span of this document. Train controllers (Tower and Approach) on TBS operations	30% 35% 25% ation for	- NA - NA - NA - NA - the implementation by:- Not Applicable
Comment: AOP10-ASP06 1	Procedures for TBS operations have been tested & validated Procedures for TBS operations have been implemented are in operational use and have been published in the local/State AIP Montenegro is outside the applicability area. There is no operational justific of this objective for the time span of this document. Train controllers (Tower and Approach) on TBS operations - Activity started (e.g. Project kicked-off) The training of Tower and Approach Controllers on the procedures and	30% 35% 25% ration for %	- NA - NA - NA - the implementation by:- Not Applicable NA -

	Initial Airport Operations Plan		
AOP11	Timescales:	%	Not Applicable
A01 11	- not applicable -	/*	Пострынави
Links to OI Steps	• • •		ı
Links to ICAO ASI	• •		
	ies: 2.1.4 - Initial Airport Operations Plan (AOP)		
	LYPG - Podgorica Airport		
	(Outside Applicability Area)		
	unt the traffic in Montenegro, there is no operational justification for the		-
ASP (By:12/2021	of this objective for the time span of this document.		
SMATSA		%	Not Applicable
	Int the traffic in Montenegro, there is no operational justification	70	Not Applicable
_	Itation of this objective for the time span of this document.		-
AOP11-ASP01	Provide the required information to the AOP		bu.
SMATSA	Provide the required information to the AOP	%	by:- Not Applicable
SIVIATSA	1 Activity started (e.g. Project kicked-off)	70	NOT Applicable NA
	1 Activity Started (e.g. Project kicked-off)	10%	INA -
	2 A local agreement for the provision of AOP elements with the APO has		NA
	been signed	40%	-
	3 The ANSP is providing the AOP information to the APO		NA
	5 The Air is providing the Aor information to the Air o	25%	-
	4 The ANSP is maintaining the information to the AOP constantly ensuring		NA
	the appropriate quality	25%	-
APO (By:12/202:			
Montenegro Air		%	Not Applicable
	Int the traffic in Montenegro, there is no operational justification	70	Not Applicable
_	Itation of this objective for the time span of this document.		-
AOP11-APO01	Set up and manage the Airport Operational Plan		by:-
Montenegro	Set up and manage the Amport operational han		
Airports	-	%	Not Applicable
	1 Activity started (e.g. Project kicked-off)		NA
		10%	-
	2 All the stakeholders relevant to the Airport Operation Plan (AOP) have		NA
	been identified	15%	-
	3 Local agreements for the provision of AOP information have been signed	250/	NA
	with the relevant stakeholders	25%	-
	4 The Airport Operation Plan has been approved and release	F00/	NA
		50%	-
AOP11-APO02	Provide the required information to the AOP		by:-
Montenegro		0/	
Airports		%	Not Applicable
-		1	NA
•	1 Activity started (e.g. Project kicked-off)	10%	
•		10%	-
•	1 Activity started (e.g. Project kicked-off) 2 The APO is providing the AOP elements (core and supporting) to the AOP		- NA
·	2 The APO is providing the AOP elements (core and supporting) to the AOP	10% 65%	-
•	2 The APO is providing the AOP elements (core and supporting) to the AOP 3 The APO is maintaining the AOP constantly ensuring the appropriate	65%	-
	 The APO is providing the AOP elements (core and supporting) to the AOP The APO is maintaining the AOP constantly ensuring the appropriate quality 		- NA -
	2 The APO is providing the AOP elements (core and supporting) to the AOP 3 The APO is maintaining the AOP constantly ensuring the appropriate	65%	- NA -
AOP11-APO03 Montenegro	 The APO is providing the AOP elements (core and supporting) to the AOP The APO is maintaining the AOP constantly ensuring the appropriate quality 	65%	- NA - NA
AOP11-APO03 Montenegro Airports	2 The APO is providing the AOP elements (core and supporting) to the AOP 3 The APO is maintaining the AOP constantly ensuring the appropriate quality Train all relevant personnel -	65% 25% %	- NA - NA - by:- Not Applicable
AOP11-APO03 Montenegro	 The APO is providing the AOP elements (core and supporting) to the AOP The APO is maintaining the AOP constantly ensuring the appropriate quality 	65% 25%	- NA - NA - by:-

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	50%	NA
the AOP has been completed		-

AOP12	Improve Runway and Airfield Safety with Conflicting ATC Clearances (CATC) Detection and Conformance Monitoring Alerts for Controllers (CMAC) <u>Timescales:</u> - not applicable -	%	Not Applicable
Links to ICAO ASBU	AERODROME-ATC-36 Is: B2-SURF		
Links to DP Familie	s: 2.1.2 - Electronic Flight Strips (EFS), 2.5.1 - Airport Safety Nets associated w	ith A-SM	GCS Level 2
	LYPG - Podgorica Airport (Outside Applicability Area)		
_	side the applicability area. There is no operational justification for the fthis objective for the time span of this document		-
ASP (By:12/2020)			
-			
		I	
AOP12-ASP01	Install required 'Airport Safety Nets'	%	by:- Not Applicable
1	Activity started (e.g. Project kicked-off)	70	NA NA
_	Theretal (c.g. 110) cer kiekeu ony	10%	-
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
	Activity started (e.g. Project kicked-off)	10%	NA -
	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:-
	Activity started (a.g. Project kicked off)	%	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 -
			t contract the contract to the

	Automated Assistance to Controller for Surface Movement Planning and		
AOP13	Routing	%	Not Applicable
AUFIS	<u>Timescales:</u>	/0	Not Applicable
	- not applicable -		
inks to OI Steps	:: AO-0205 [E], TS-0202		
inks to ICAO AS	BUs: B1-ACDM, B1-RSEQ, B2-SURF		
inks to DP Fami	lies: 2.4.1 - A-SMGCS Routing and Planning Functions		
	LYPG - Podgorica Airport		
	(Outside Applicability Area)		
Nontenegro air	ports are not in the applicability area as there is no operational need.		-
REG (By:12/202	3)		
AOP13-REG01	Coordination and final official approval of procedures by the local		
.0. 202002	regulator is required		by:-
	-	%	Not Applicable
	1 Activity started (e.g. Project kicked-off)		NA
		10%	-
	2 Request for operational approval and relevant material received by the		NA
	competent authority	65%	-
	3 Relevant material verified and operational approval granted		NA
	Since valie material vermed and operational approval granted	25%	-
SP (By:12/202	3)		
(2), 201	-1		I
OP13-ASP01	Upgrade ATS systems to support automated assistance to air traffic		by:-
	controllers for surface movement planning and routing	-	
	-	%	Not Applicable
	1 Activity started (e.g. Project kicked-off)	10%	NA
			-
	2 New/upgraded ATS systems to support automated assistance to ATCOs	30%	NA
	surface movement planning and routing procured		-
	3 New/upgraded ATS systems to support automated assistance to ATCOs	60%	NA
	surface movement planning and routing installed		-
OP13-ASP02	Ensure the planning and routing function is used to optimise pre-		by:-
	departure sequencing		
	-	%	Not Applicable
	1 Activity started (e.g. Project kicked-off)	10%	NA
			-
	2 New/upgraded A-SMGCS and A-CDM system supporting interaction of	30%	NA
	DMAN and planning and routing function procured		-
	3 New/upgraded A-SMGCS and A-CDM system supporting interaction of	60%	NA
	DMAN and planning and routing function installed		-
OP13-ASP03	Implement operational procedures implementing automated assistance to		by:-
	air traffic controllers for surface movement planning and routing		
	<u> </u>	%	Not Applicable
	1 Activity started (e.g. Project kicked-off)	10%	NA
			-
	2 Procedures for automated assistance to ATCOs for surface movement	30%	NA
	planning and routing drafted	30,0	-
	3 Procedures for automated assistance to ATCOs for surface movement	35%	NA
	planning and routing agreed, tested & validated	J 370	-
	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
		10%	-
	2 Training ongoing	400/	NA
		40%	-
	3 Training completed	F00/	NA
		50%	-

AOP14	Remote Tower Services	%	Not Applicable		
	Applicability and timescale: Local	/0	Not Applicable		
	LYPG - Podgorica Airport				
There is no need to provide remote tower service at any airport in Montenegro (ATC is provided form			ed form		
1	the tower at the a		-		

AOP15	Enhanced traffic situational awareness and airport safety nets for the vehicle drivers Applicability and timescale: Local	%	Not Applicable			
Links to DP Familie	Links to DP Families: 2.5.2 - Vehicle and aircraft systems contributing to Airport Safety Nets					
	LYPG - Podgorica Airport					
There is no need to						
not at a high level)	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 imple	Since the implementation of the AOP13 is not planned this objective is not applicable.				

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

AOP18	Runway Status Lights (RWSL) Applicability and timescale: Local	%	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: C			
Links to ICAO ASBU			
	on of STCA - level 2 was done under the FAMUS Project.		-
ASP (By:01/2013)			
SMATSA		100%	Completed
	ed in the current system and is applied in the en-route portion r 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%	Υ -
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%	Υ -
3	Safety Assessment delivered to the competent authority	60%	Υ -

ATC02.8	Ground-Based Safety Nets Timescales: Initial operational capability: 01/01/2009 Full operational capability: 31/12/2016	67%	Late
Links to DP Families Airspace (FRA)	s: BO-SNET, B1-SNET s: 3.2.1 - Upgrade of ATM systems (NM, ANSPs, AUs) to support Direct Ro) and Free Routing
with a new system	ave been implemented in 2014. There are intentions to implement APN towards 2020.	I function	31/12/2020
ASP (By:12/2016)			
SMATSA	and hear implemented in 2014. There are intentionate	67%	Late
	eve been implemented in 2014. There are intentions to nction with a new system towards 2020.		31/12/2020
ATC02.8-ASP01	Implement the APW function		by:31/12/2016
SMATSA	-	100%	Completed
	Activity started (e.g. Project kicked-off)	10070	Y
_	lountly startes (e.g. reject mones on)	10%	-
2	The upgrade of ground systems to support the APW function has been		Υ
	procured	30%	-
3	The upgrade of ground systems to support the APW function has been	250/	Y
	installed	35%	-
4	The upgrade of ground systems to support the APW function is tested,	250/	Y
	validated and in operational use	25%	31/01/2014
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
		1070	-
2	Training for the concerned personnel is ongoing	40%	Υ
		1070	-
3	Training for the concerned personnel has been completed	50%	Υ
+T000 0 +CD00	the state of the s		31/01/2014
ATC02.8-ASP03	Implement the MSAW function	4000/	by:31/12/2016
SMATSA	Activity started (o.g. Drainet kinked off)	100%	Completed Y
1	Activity started (e.g. Project kicked-off)	10%	T
2	The upgrade of ground systems to support the MSAW function has been		Y
_	procured	30%	-
3	The upgrade of ground systems to support the MSAW function has been		Υ
	installed	35%	-
4	The upgrade of ground systems to support the MSAW function is tested,	250/	Υ
	validated and in operational use	25%	-
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%	Υ
		10/0	-
2	Training for the concerned personnel is ongoing	40%	Y
			-
3	Training for the concerned personnel has been completed	50%	Υ
ATC02 0 15255			31/01/2014
ATC02.8-ASP05	Implement the APM function	001	by:31/12/2016
SMATSA	Activity started (o.g. Project kicked off)	0%	Late
	Activity started (e.g. Project kicked-off)	10%	N

			-
2	The upgrade of ground systems to support the APM function has been	30%	N
	procured by the ANSP	30%	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	35%	N
	installed	3370	-
4	The upgrade of ground systems to support the APM function is tested,	25%	N
	validated and in operational use	25%	-
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
		10%	-
2	Training for the concerned personnel is ongoing	400/	N
		40%	-
3	Training for the concerned personnel has been completed	E00/	N
		50%	31/12/2020

	Chart Torm Conflict Alart (STCA) for TMAC		
	Short Term Conflict Alert (STCA) for TMAs Timescales:		
ATC02.9	Initial operational capability: 01/01/2018	100%	Completed
	Full operational capability: 31/12/2020		
-	ional need at the moment to use of a multi-hypothesis algorithm. The same in TMA and in en-route.	STCA	31/01/2014
ASP (By:12/2020)			
SMATSA		100%	Completed
There is no operation	onal need at the moment to use of a multi-hypothesis		
algorithm. The sam	e 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)	100/	Υ
		10%	-
2	The upgrade of ground systems to support the STCA function in TMA has	200/	Υ
	been procured by the ANSP	30%	-
3	The upgrade of ground systems to support the STCA function in TMA has		Υ
	been tested & validated by the ANSP	35%	-
4	The upgrade of ground systems to support the STCA function in TMA has		Υ
	been deployed & available for operational use by the ANSP	25%	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
	The same algorithm is used in TMA and in en-route.	,,,	Trock ip products
	Activity started (e.g. Project kicked-off)		NA
_	Hetivity started (e.g. 1 roject Nicked Off)	10%	-
2	System/Function procured		NA
	System in unction procured	30%	INA -
2	System/Function tested & validated		NA
3	System/1 unction tested & validated	35%	INA
4	System/Function deployed & available for operational use		NA NA
4	System, Function deployed & available for operational use	25%	INA
ATC02.9-ASP03	Develop and implement ATC procedures related to the use of STCA in TMA		by:31/12/2020
SMATSA	Develop and implement ATC procedures related to the use of STCA in TiMA	100%	
	Astivity stantad (a.e. Duniast Lieland aff)	100%	Completed
1	Activity started (e.g. Project kicked-off)	10%	Y
2	Procedures for the use of STCA function in TMA drafted		- V
	Procedures for the use of STCA function in TMA drafted	30%	Y
2	Durand was fourth a use of CTCA function in TAAA agreed tooted and		- V
3	Procedures for the use of STCA function in TMA agreed, tested and validated	35%	Y
4			-
4	Procedures for the use of STCA function in TMA implemented, i.e. in	25%	Υ 24 /24 /204 4
ATC02 0 ACD04	operational use		31/01/2014
ATC02.9-ASP04	Align ATCO training with the use of STCA in TMA	1000/	by:31/12/2020
SMATSA	Astricts should be a Dunis at 11 1 1 10	100%	Completed
1	Activity started (e.g. Project kicked-off)	10%	Y
	The training alone and training a selection of the first training alone and training a selection of the first training and training and training a selection of the first training and training a selection of training and training a selection of training and training a selection of the selection of training and training a selection of training a selection of training and training a selection of training and training a selection of train		-
2	The training plans and training packages for the use of STCA function in	10%	Υ
_	TMA have been drafted by the ANSP		-
3	The training plans and training packages for the use of STCA function in	20%	Υ
	TMA have been approved/released by the ANSP		-
4	Training for the concerned personnel is ongoing	40%	Y
			31/01/2014
5	Training for the concerned personnel has been completed	20%	Y
		20/0	-

ATC02.9-ASP05	Develop a local safety assessment		by:31/12/2020
SMATSA	-	100%	Completed
	1 Activity started (e.g. Project kicked-off)	10%	Υ
		10%	-
	2 Local safety assessment has been drafted	30%	Υ
		30%	-
	3 Local safety assessment has been submitted to the NSA	60%	Υ
		00%	-

ATC07.1	AMAN Tools and Procedures <u>Timescales:</u> - not applicable -	%	Not Applicable
inks to OI Steps	• • •		1
inks to ICAO AS			
	lies: 1.1.1 - Basic AMAN		
	LYPG - Podgorica Airport (Outside Applicability Area)		
Podgorica Airno	rt is outside of applicability area. There is no operational justification to im	nlement	
he tool, at pres		picincin	-
ASP (By:12/2019			
MATSA	·1	%	Not Applicable
	L		-
TC07.1-ASP01	Implement initial basis arrival management tools		hu:
	Implement initial basic arrival management tools	0/	by:-
MATSA	4 Askirita stantad (s. a. Dania at kirakad aff)	<u>%</u>	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:-
MATSA	-	%	Not Applicable
	1 Activity started (e.g. Project kicked-off)	10%	NA
		1070	-
	2 Procedures for operational use of basic AMAN tools drafted	30%	NA
		3070	-
	3 Procedures agreed, tested & validated	35%	NA
		33%	-
	4 Procedures implemented, i.e. basic AMAN tools in operational use	250/	NA
		25%	-
ATC07.1-ASP03	Adapt TMA organisation to accommodate use of basic AMAN		by:-
MATSA	-	%	Not Applicable
	1 Activity started (e.g. Project kicked-off)	400/	NA
		10%	-
	2 Adaptation of TMA organisation is drafted	200/	NA
		30%	-
	3 Adaptation of TMA organisation is agreed, tested and validated		NA
		35%	-
	4 Adaptation of TMA organisation is implemented so that it can		NA
	accommodate the operational use of basic AMAN	25%	-
ATC07.1-ASP04	Adapt ground ATC systems to support basic AMAN functions		by:-
MATSA	-	%	Not Applicable
	1 Activity started (e.g. Project kicked-off)		NA
	started (e.g. r o)cot moned only	10%	-
	2 New ATC System compliant to basic AMAN tool procured, or existing		NA
	system adapted accordingly	30%	-
			NI A
	3 New or adapted ATC System tested & validated	35%	NA
	4 Now or adopted ATC System donloved 9 swell-bla for a resting live		- NIA
	4 New or adapted ATC System deployed & available for operational use	25%	NA

	Automated Support for Conflict Detection, Resolution Support		
	Information and Conformance Monitoring		
ATC12.1	Timescales:	100%	Completed
	Initial operational capability: 01/01/2015		
	Full operational capability: 31/12/2021		
Links to OI Steps: C	M-0202, CM-0203, CM-0205, CM-0207-A		
Links to ICAO ASBU	s: B1-FRTO		
Links to DP Families	s: 3.2.1 - Upgrade of ATM systems (NM, ANSPs, AUs) to support Direct Routi	ngs (DCTs	and Free Routing
Airspace (FRA)			
MTCD was implem	ented in 2011, but resolution support function and associated procedures	are not	
supported by the s	ystem.		01/05/2011
Plan to implement	TCT by the end of 2021.		
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
	Project/task to implement MTCD and resolution support functions has		Y
	been kicked off	10%	-
2	MTCD have been procured	/	Υ
	'	30%	-
3	MTCD have been installed, tested, validated and ready for operational use	250/	Υ
		35%	-
4	MTCD are used operationally	/	Υ
	,	25%	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 functio	ns are no	
	current system.		
1	Activity started (e.g. Project kicked-off)	100/	NA
		10%	-
2	New/upgraded ATM system supporting resolution support function in the	200/	NA
	context of MTCD procured	30%	-
3	New/upgraded ATM system supporting resolution support function in the	35%	NA
	context of MTCD are tested, validated and in operational use	3370	-
4	Procedures implementing resolution support function in the context of	25%	NA
	MTCD used operationally	2370	-
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	10%	NA
	kicked off	1070	-
2	TCT have been procured	30%	NA
		3070	-
3	TCT have been installed, tested, validated and ready for operational use	35%	NA
		3370	-
4	TCT related procedures are used operationally	25%	NA
		2370	-
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	10%	Υ
	kicked off	10/0	-
2	MONA tool and related functions have been procured	30%	Y
		3070	-

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	250/	Υ
		25%	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 comp on resolution support function and associated procedures will be planned 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 comp	leted in Ap	ril 2011.
	? Training ongoing	40%	Υ
			-
Comment:	ATCO training for the use of MTCD and MONA related functions was comp	leted in Ap	ril 2011.
3	Training completed		Υ
		50%	-
Comment:	ATCO training for the use of MTCD and MONA related functions was comp	leted in Ap	ril 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 consistent of implementation of resolution support function and associate conducted if the decision is taken to implement them.	-	•
1	Activity started (e.g. Project kicked-off)	10%	Y
			-
	Safety assessment for the use of MTCD and MONA related functions was co	ompleted i	n May 2011.
2	Safety assessment drafted	40%	- Y
Comment:	Safety assessment for the use of MTCD and MONA related functions was co	ompleted i	n May 2011.
3	Safety assessment delivered to the competent authority	50%	Υ
			-
	Safety assessment for the use of MTCD and MONA related functions was co		

ATC15.1	Information Exchange with En-route in Support of AMAN (Outside Applicability Area) Timescales: - not applicable -	%	Not Applicable
	s: B1-RSEQ s: 1.1.2 - AMAN Upgrade to include Extended Horizon function		
	onal justification to implement this tool.		-
ASP (By:12/2019)			
SMATSA		%	Not Applicable
There is no operation	onal 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
	Activity started (e.g. Project kicked-off)	10%	NA -
2	Training ongoing	40%	NA -
3	Training completed	50%	NA -

Timescales: - not applicable		Arrival Management Extended to En-route Airspace		
Links to OI Steps: TS-0305-A [E] Links to ICAO ASBUS: B1-RSEQ Links to ICA	ATC15.2	(Outside Applicability Area)	%	Not Applicable
Links to OI Steps: TS-0305-A [E] Links to DCAO ASBUS: 81-RSEQ Links to DF ARMINIES: 1.1.2 - AMAN Upgrade to include Extended Horizon function There is no operational justification to implement this tool. ASP (By-12/2023) Workpriz/2023) Workpriz/2023 There is no operational justification to implement this tool. AFCL5.2-ASP01 Upgrade ATC systems to support extended AMAN There is no operational justification to implement this tool. ATCL5.2-ASP02 Upgrade ATC systems to support extended AMAN Activity started (e.g. Project kicked-off) 10% 2 New/upgraded ATC systems supporting extended AMAN procured 30% 3 New/upgraded ATC systems supporting extended AMAN installed 60% ATCL5.2-ASP02 Implement ATC procedures to support extended AMAN installed 60% ATCL5.2-ASP02 Implement ATC procedures to support extended AMAN Activity started (e.g. Project kicked-off) 10% ACTUS ACTUS ASP03 Procedures to support extended AMAN agreed, tested & validated 30% APPOCEDURES TO Support extended AMAN agreed, tested & validated 35% ACTUS ACTUS ASP03 APPOCEDURES TO Support extended AMAN implemented 25% ACTUS ASP03 ACTUS ASP03 Develop, and deliver as necessary, a safety assessment by: MATSA 1 Activity started (e.g. Project kicked-off) 10% ACTUS ASP04 ACTUS ASP04 ACTUS ASP04 ACTUS ASP04 ACTUS ASP04 Balateral arrangements (LoA or MoU) with concerned neighbouring ACCS or arted 3 Bilateral arrangements (LoA or MoU) with concerned neighbouring ACCS signed 3 Bilateral arrangements (LoA or MoU) with concerned neighbouring ACCS signed 4 ACTUS ASP05 ACTUS ASP05 ACTUS ASP05 ACTUS ASP05 ACTUS ASP06 AC				
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ATC15.2-ASP03 Develop, and deliver as necessary, a safety assessment by:- SMATSA -			35%	-
ATC15.2-ASP03 Develop, and deliver as necessary, a safety assessment by:- SMATSA -		4 Procedures to support extended AMAN implemented	25%	N
SMATSA - Activity started (e.g. Project kicked-off) 1 Activity started (e.g. Project kicked-off) 2 Safety Assessment drafted 3 Safety Assessment delivered to the competent authority 60%	ATC45 2 ACD02			-
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ATC15.2-ASP04 Establish Bilateral agreements by:- SMATSA -		3 Safety Assessment delivered to the competent authority	60%	N
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ATC15.2-ASP05 Ensure that all operational personnel concerned is adequately trained by:- SMATSA -		, ,	60%	-
1 Activity started (e.g. Project kicked-off)	ATC15.2-ASP05	-		by:-
1 Activity started (e.g. Project kicked-off) N	SMATSA		%	Not Applicable
		1 Activity started (e.g. Project kicked-off)	10%	N
			13/0	-
2 Training ongoing N		2 Training ongoing	40%	N
3 Training completed 50% N		2 Training completed	-	- NI
50% 50%		5 Training completed	50%	-

	Implement ACAS II compliant with TCAS II change 7.1		
	Timescales:		
ATC16	Initial operational capability: 01/03/2012	100%	Completed
	Full operational capability: 31/12/2015		
Links to Enablers: P Links to ICAO ASBU	RO-AC-21		
		•	I
_	ansposed Commission Regulation (EU) No 1332/2011. All aircraft in Mon	_	
	o be equipped with ACAS are equipped with ACAS II (TCAS 7.1). Training ones completed in 2012.	or the	-
REG (By:12/2015)	23 COMPLETED III 20221		
Montenegro CAA		100%	Completed
	ansposed Commission Regulation (EU) No 1332/2011. All	10070	Completed
_	gro that are required to be equipped with ACAS are equipped		-
with ACAS II (TCAS			
ATC16-REG01	Supervise compliance with regulatory provisions		by:31/12/2015
Montenegro CAA	-	100%	Completed
	Activity started (e.g. Project kicked-off)		Υ
	, and the first of the state of	10%	-
2	Ensure that all concerned aircraft in the State of Registry under its		Υ
	oversight are equipped with certified ACAS II equipment	30%	-
3	Ensure that these ACAS II equipment have received airworthiness		Υ
	certificate, in compliance with applicable EASA certification material	30%	-
4	Ensure that all concerned aircraft operators in the State of Registry under		Υ
-	its oversight have received an operational approval in compliance with	30%	
	applicable EASA material		-
ATC16-REG02	Provide airworthiness certification		by:31/12/2015
Montenegro CAA	-	100%	Completed
	Activity started (e.g. Project kicked-off)	4.00/	Y
		10%	-
2	Provide percentage of aircraft in the State of Registry under its		Υ
	responsibility having received airworthiness certification for ACAS II (TCAS	90%	
	7.1) (use the overwrite percentage box		-
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)	100/	Υ
		10%	-
2	Provide percentage of applicable aircraft having received operational	000/	Υ
	approval for ACAS II version 7.1 (use the overwrite percentage box)	90%	-
ASP (By:03/2012)			
SMATSA		100%	Completed
Training completed	in March 2012.		-
ATC16-ASP01	Train controllers		by:01/03/2012
SMATSA	-	100%	Completed
	Activity started (e.g. Project kicked-off)		Y
	,	10%	-
2	Training ongoing	4007	Υ
		40%	-
3	Training completed	50%	Y
ATC16-ASP02	Establish ACAS II (TCAS II version 7.1) performance monitoring		by:01/03/2012
SMATSA	-	100%	Completed
	Activity started (e.g. Project kicked-off)	400/	Y
	,	10%	-
2	System/upgrade procured, if necessary	30%	Υ

			-
3	Procedures for implementing a monitoring system of the performance of		Υ
	ACAS in the ATC environment, by means of regular incident occurrence reporting, investigation and analysis, have been drafted	35%	-
4	Procedures/system for monitoring the performance of ACAS in the ATC		Υ
	environment, by means of regular incident occurrence reporting,	25%	_
	investigation and analysis, are in use		_
	The monitoring of performance is done by means of existing occurrence repanalyses.	orting, in	vestigation and
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 Montene	gro.		-
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)	100/	N
		10%	-
2	Provide percentage of applicable service transport-type aircraft equipped	000/	N
	with ACAS II (TCAS 7.1) (use the overwrite percentage box)	90%	-
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
		10%	-
2	Training ongoing	40%	N
		40%	-

3 Training completed

Ν

50%

ATC17	Electronic Dialogue as Automated Assistance to Controller during Coordination and Transfer Timescales: Initial operational capability: 01/01/2013 Full operational capability: 31/12/2018	88%	Late
Links to OI Steps: Cl Links to DP Families Airspace (FRA)	M-0201 s: 3.2.1 - Upgrade of ATM systems (NM, ANSPs, AUs) to support Direct Routin	ngs (DCTs)	and Free Routing
Messages are supp but only for sector	orted by the system and not yet used in Coordination process using OLDI n coordination and coordination between ATCC and APP Podgorica. The date provisional and depends on the capabilities of the neighbouring units.		31/12/2020
ASP (By:12/2018)			
SMATSA		88%	Late
using OLDI message ATCC and APP Podg	orted by the system and not yet used in Coordination process but only for sector coordination and coordination between gorica. The date for the operational use is provisional and pabilities 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
	Activity started (e.g. Project kicked-off)		Υ
	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	10%	-
2	Safety assessment drafted	30%	Υ
			-
3	Safety assessment delivered to the competent authority	60%	Y
		00/0	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
	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%	- -
2	ATC System to support OLDI Basic Procedures (specifically PAC and COD)	40%	Υ
	has been procured	10,1	-
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
Commont:	System supports PAC and COD but for the time being it has been decided no	t to uso it	<u>-</u>
ATC17-ASP03	Upgrade and put into service ATC system to support electronic dialogue	it to use it	by:31/12/2018
SMATSA	procedure in Transfer of communication process Podgorica TMA/APP	75%	Loto
		/5%	Late
	Messages are supported by the system but not yet used operationally. Project/task to implement ATC System to support electronic dialogue		Υ
1	procedure in Transfer of communication process (ROF, COF, TIM, HOP,	10%	Ť
	MAS and SDM) has been kicked off	10/0	-
2	ATC System to support electronic dialogue procedure in Transfer of		Υ
2	communication process (ROF, COF, TIM, HOP, MAS and SDM) has been	30%	<u>.</u> -
	procured ATC System to support electronic dialogue procedure in Transfer of		V
3	ATC System to support electronic dialogue procedure in Transfer of communication process (ROF, COF, TIM, HOP, MAS and SDM) have been	35%	Y
·	installed		<u>-</u>
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
	Transfer of communication process is used operationally for internal sector for the operational use is provisional and depends on the capabilities of the		•
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
	Messages are supported by the system and not yet used in coordination probut only for sector coordination and coordination between ATCC and APP Poperational use is provisional and depends on the capabilities of the neighb	odgorica.	The date for the
	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
	ATC System to support electronic dialogue procedure in coordination process (RAP, RRV, CDN, ACP, RJC and SBY) have been procured	30%	Y -
	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
	Messages are supported by the system and not yet used in coordination probut only for sector coordination and coordination between ATCC and APP Poperational use is provisional and depends on the capabilities of the neighb	odgorica.	The date for the
	Train ATC staff for applying electronic dialogue procedure		by:31/12/2018
	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 conducte	d in due t	

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

ATC19	Enhanced AMAN-DMAN integration <u>Applicability and timescale: Local</u>	%	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 Applicability and timescale: Local	100%	Completed
Completed as a par	t of software and hardware upgrade of FAMUS TopSky-ATC system.		24/05/2018

	Migrate from AFTN to AMHS		
COM10	<u>Timescales:</u>	100%	Completed
	Initial operational capability: 01/12/2011	20070	55p.:5155
	Full operational capability: 31/12/2018		
Links to Enablers: C			
	N/AMHS system is implemented by FAMUS project, migration from AFTN t		24 /42 /2040
	successful tests performed with adjacent COM centres and software upgrad I AMHS features – AMC import and AMHS statistical export.	de which	31/12/2019
ASP (By:12/2018)	AMIN'S Teatures – AMIC IIIIport and AMIN'S Statistical export.		
SMATSA		100%	Completed
	es has been upgraded with new features - AMC import and NewPENS	100/0	Completed
	port in 2016. and validated. Operational use of first AMHS		31/12/2019
international line st	·		31,12,2313
COM10-ASP01	Implement AMHS capability (Basic ATSMHS) and gateway facilities to AFTN		by:31/12/2011
SMATSA	-	100%	Completed
	Project/task to upgrade the existing COM centres to provide basic AMHS		Υ
_	capability has been kicked off	10%	-
2	Basic AMHS functions procured	/	Υ
	·	30%	-
3	Basic AMHS functions installed	350/	Υ
		35%	-
4	Basic AMHS functions tested, validated & in operational use	25%	Υ
		23/0	30/06/2017
Comment:	Basic AMHS features will be upgraded with new features – AMC import and		
	2016 and validated. Operational use of first AMHS international line is plant	ed for be	
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	30%	NA
2	Region procured		-
3	Interfaces to non-European AFTN and to AMHS network outside the EUR Region installed	35%	NA
1	Interfaces to non-European AFTN and to AMHS network outside the EUR		NA
4	Region tested, validated & in operational use	25%	INA -
COM10-ASP03	Enhance AMHS capability (Extended ATSMHS)		by:31/12/2018
SMATSA	-	100%	Completed
	Project/task for enhancing AMHS capability has kicked off		Y
_		10%	31/10/2017
2	Extended AMHS functions procured	9.55	γ
	·	30%	31/08/2018
3	Extended AMHS functions installed	350/	Υ
		35%	31/12/2018
4	Extended AMHS functions tested, validated & in operational use	25%	Υ
			31/12/2019
Comment:	AFTN/AMHS system will be upgraded with Extended ATSMHS functionalities	s.	
COM10-ASP04	Ensure the conformity of AMHS systems and associated procedures		by:31/12/2018
SMATSA	<u>-</u>	100%	Completed
1	Activity started (e.g. Project kicked-off)	10%	Υ
			-
2	AMHS systems conformity documentation and associated procedures	30%	Υ
	drafted		-
3	AMHS declaration of verification is submitted to NSA	60%	Y 21/12/2016
			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 cent Sofia.	res Beigra	ide, Bucharest and		
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		
	<u></u>		-		
3	Training of personnel completed	50%	Υ		
			31/12/2015		
Comment:	SMATSA personnel have been trained for basic AMHS technologies. Additio	nal trainir	igs, 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%	Υ		
		10%	-		
2	AMC Procedures for Cooperating COM Centres (CCC) operators have been	000/	Υ		
	implemented as defined in the ATS Messaging Management Manual	90%	-		
Comment:	SMATSA has been registered to use AMC application.				

	Voice over Internet Protocol (VoID) in En Boute			
	Voice over Internet Protocol (VoIP) in En-Route Timescales:			
COM11.1	Initial operational capability: 01/01/2013		60%	Ongoing
	Full operational capability: 31/12/2021			
	ect Routings (DCTs) and Free Routing Airspace (FRA)	Upgrade o	f ATM sys	items (NM, ANSPs,
SMATSA is plannin	g 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 upg	grade /	
		Implementa	tion of	
		Voice and D	ata	31/12/2020
		transfer ove	r	
		Internet Pro	tocol	
		(IP) in ATM	/ SWIM	
COM11.1-ASP01	Develop safety assessment for the changes	, , , ,		by:31/12/2021
SMATSA	-		100%	Completed
-	Activity started (e.g. Project kicked-off)			Υ
			10%	31/12/2015
2	Safety assessment conducted and relevant documentation dra	fted	200/	Υ
			30%	31/12/2017
Comment:	Due to delay in public procurement process.			
3	Safety assessment documentation approved and submitted to	NSA	60%	Υ
			0070	01/12/2018
COM11.1-ASP03	Upgrade and put into service Voice Communication Systems to VoIP inter-centre telephony	support		by:31/12/2021
SMATSA	-		40%	Ongoing
1	Project/task for upgrading or buying a new VCS to support Voll	inter-	10%	Υ
	centre telephony has kicked off		1070	30/06/2015
2	Upgrade or new Voice Communication System procured		30%	Υ
_				31/03/2017
	Due to delay in public procurement process.			
3	Upgrade or new Voice Communication System installed		35%	N 24 (02 (2020
4		۱0:		31/03/2020
4	Upgrade or new Voice communication system tested, validated operation use	1 & III	25%	N 31/12/2020
Comment	After Voice Communication Systems upgrade, testing and prov	ision of neces	ssarv auth	
Comment.	will be put into service.	ision of fiece:	July auti	ioriodiono, systems
COM11.1-ASP04	Upgrade and put into service Voice Communication Systems to	support		1 04/45/5554
	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 Voll	links to	10%	Υ
	the ground radio stations has kicked off		10/0	31/12/2015
2	2 Upgrade or new Voice Communication System procured 30%		30%	Y
				31/03/2017
	Due to delay in public procurement process.			
3	Voice Communication System installed		35%	N 24 /02 /2020
	Voice communication custom tested uplidated 9 in an author	100		31/03/2020
4	Voice communication system tested, validated & in operation	ıse	25%	N 21/12/2020
Commont	After Voice Communication Systems upgrade, testing and prov	ision of nose	cary au+l	31/12/2020
Comment:	will be put into service.	ision of fiece:	osai y dull	iorisations, systems
	will be put litte service.			

COM11.2	Voice over Internet Protocol (VoIP) in Airport/Terminal <u>Timescales:</u> Initial operational capability: 01/01/2013	60%	Ongoing
	Full operational capability: 31/12/2023		
Links to Enablers: (CTE-C05a, CTE-C05b		
The objective is pla	anned according to VoIP implementation roadmap.		31/12/2020
ASP (By:12/2023)			
SMATSA		60%	Ongoing
1	g to implement Voice over Internet Protocol (VoIP) in ATM.		
_	d radio stations are planned to be implemented only to the		31/12/2020
	tes that are used both for ACC and Airport/Terminal purposes,		0 = 7 = 2 = 0 = 0
	o stations on sites that are used for Airport/Terminal solely.		
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

COM12	New Pan-European Network Service (NewPENS) <u>Timescales:</u> Initial operational capability: 01/01/2018	20%	Late
	Full operational capability (Other stakeholders): 31/12/2024		
Links to Enablers: C Links to ICAO ASBU Links to DP Families Compliance	TE-C06b	s Internet	Protocol
that there is no nee	g to implement New Pan-European Network Service. Podgorica airport ass ed to join new PENS at this time.	essed	31/12/2023
ASP (By:12/2024)			
SMATSA	h	20%	Late
-	hieved 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	Nigrate to New Livs	0%	Late
	Activity started (e.g. Project kicked-off)	070	N
		10%	-
2	Migration Plan to NewPENS developed	30%	- N
3	Migration to NewPENS ongoing	35%	N -
4	Migration to NewPENS completed	250/	N
		25%	31/12/2023
APO (By:12/2024)			
Podgorica Airport		%	Not Applicable
Podgorica airport a	ssessed 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
	Podgorica airport assessed that there is no need to join new PENS at this tin	ne.	
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 NA
			-

ENV01	Continuous Descent Operations (CDO) <u>Timescales:</u>	%	Not Applicable
	- not applicable -		
	s: AOM-0701, AOM-0702-A		
nks to ICAO AS	SBUs: B0-CDO, B1-CDO		
	LYPG - Podgorica Airport		
innanta in Nası	(Outside Applicability Area)		<u> </u>
	ntenegro are outside the applicability area.		-
SP (By:12/202	3)	0/	NI-t A
MATSA	entative plans exist regarding this objective.	%	Not Applicable
· · · · · · · · · · · · · · · · · · ·			-
NV01-ASP01	Implement rules and procedures for the application of CDO techniques	0/	by:-
MATSA	1 Activity started (a.g. Draiget kicked off)	%	Not Applicable
	1 Activity started (e.g. Project kicked-off)	10%	INA
	2 CDO Rules & Procedures have been drafted		NA NA
	2 CDO Rules & Flocedules have been didited	30%	- INA
	3 CDO Rules & Procedures have been tested & validated		NA NA
		35%	-
	4 CDO Rules & Procedures have been published in the local/State AIP		NA
		25%	-
NV01-ASP02	Design and implement CDO procedures enabled by PBN		by:-
MATSA	-	%	Not Applicable
	1 Activity started (e.g. Project kicked-off)	4.00/	N
		10%	-
	2 CDO Procedures enabled by PBN developed	200/	N
		30%	-
	3 CDO Procedures enabled by PBN tested & validated	35%	N
		3370	-
	4 CDO Procedures enabled by PBN published in AIP	25%	N
		2370	-
NV01-ASP03	Train controllers in the application of CDO techniques whenever		by:-
	practicable		
MATSA		%	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		- NA
	2 The training of Air traffic Controllers on the application of CDO techniques is ongoing	40%	INA
	3 The training of Air traffic Controllers on the application of CDO techniques		NA NA
	has been completed	50%	-
NV01-ASP04	Monitor and measure the execution of CDO		by:-
MATSA	-	%	Not Applicable
	1 Activity started (e.g. Project kicked-off)		N
	.,	10%	-
	2 Procedures for monitoring and measurement of CDO execution drafted		N
		30%	-
	3 Procedures for monitoring and measurement of CDO execution tested &	250/	N
	validated	35%	-
	4 Procedures for monitoring and measurement of CDO execution in	250/	N
	operational use	25%	-
PO (By:12/202	23)		
FO (By.12/202			
Nontenegro Ai	rports	%	Not Applicable

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 -
	A monitoring and performance measurement process, including a feedback process to the ANSP and users has been established	25%	NA -
	A main link with the local community, including information sessions is available	25%	NA -

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

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

	Implement enhanced tactical flow management services		
FCM01	<u>Timescales:</u> Initial operational capability: 01/08/2001	100%	Completed
	Full operational capability: 31/12/2006		
Links to OI Steps: Links to ICAO ASE	IS-0102		
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
		10/0	-
	2 System/upgrade procured	30%	N
		0070	-
	3 ATC system is capable of automatically supplying ETFMS with Basic	35%	N
	Correlated Position Data		-
	4 Reception by NM of Basic Correlated Position Data has been ensured	25%	N
ECN 404 A C D 03	C LETENC WEST LOCALIDAD WITH DA		-
FCM01-ASP02	Supply ETFMS with Standard Correlated Position Data	1000/	by:31/12/2006
SMATSA	1 Activity started (e.g. Project kicked-off)	100%	Completed Y
	Activity started (e.g. Project kicked-off)	10%	T
	2 System/upgrade procured		Y
	2 System, apgrade procured	30%	_
	3 ATC system is capable of automatically supplying ETFMS with Standard		Υ
	Correlated Position Data	35%	-
	4 Reception by NM of Standard Correlated Position Data has been ensured		Υ
		25%	-
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%	Υ
		10%	-
	2 System/upgrade procured	30%	Υ
		3070	-
	3 ATC system is capable of receiving and processing ATFM data from the NM	35%	Υ
			-
	4 Capability to receive and process ATFM data from the NM is used in	25%	Y
ECNADA ACDOA	operations		- h21/12/1000
FCM01-ASP04 SMATSA	Inform NM of flight activations and estimates for ATFM purposes	100%	by:31/12/1999 Completed
SIVIATSA	1 Activity started (e.g. Project kicked-off)	10076	Y
	T Activity Started (c.g. 170ject Nicked Off)	10%	
	2 System/upgrade procured		Υ
	= 5,555, «PB, age b, oog, ea	30%	-
	3 ATC system is capable of automatically informing NM of flight activations	_	Υ
	and estimates for ATFM purposes	35%	-
	4 Reception by NM of FSA messages for flight activations and estimates for		Υ
	ATFM purposes has been ensured	25%	-
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%	Υ

			-
	2 System/upgrade procured	30%	Υ
		30%	-
	3 ATC system is capable of automatically informing NM of re-routings inside	35%	Υ
	FDPA for ATFM purposes	33/0	-
	4 Reception by NM of FSA messages for re-routings inside FDPA for ATFM	25%	Υ
	purposes has been ensured	23/0	-
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)	100/	N
		10%	-
	2 System/upgrade procured	200/	N
		30%	-
	3 ATC system is capable of automatically informing NM of aircraft holding	250/	N
	for ATFM purposes	35%	-
	4 Reception by NM of FSA messages for aircraft holding for ATFM purposes	250/	N
	has been ensured	25%	-
FCM01-ASP08	Supply NM with Departure Planning Information (DPI)		by:04/07/2014
SMATSA	-	%	Not Applicable
	1 Activity started (e.g. Project kicked-off)	100/	N
		10%	-
	2 System/upgrade procured	200/	N
		30%	-
	3 ATC system capable of supplying NM with Departure Planning Information	350/	N
	(DPI)	35%	-
	4 Reception by NM of Departure Planning Information (DPI) has been		N
	ensured	25%	-

	Collaborative Flight Planning		
FCM03	<u>Timescales:</u>	100%	Completed
	Initial operational capability: 01/01/2000		
	Full operational capability: 31/12/2017		
Links to OI Steps: IS			
Links to ICAO ASBU			
Links to DP Families	s: 4.2.3 - Interface ATM systems to NM systems		
The objective comp	pleted within the framework of the FAMUS project.		31/05/2011
ASP (By:12/2017)			
SMATSA		100%	Completed
The objective comp	oleted within the framework of the FAMUS project.Messages -		
are manually handl	ed, although the ATM system is capable to exchange		31/05/2011
messages.			
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)	4.00/	Υ
		10%	-
2	System/upgrade procured	200/	Υ
		30%	-
3	ATC system is capable of automatically processing flight plan messages in	/	Υ
	ICAO format	35%	-
4	Capability to automatically process flight plan messages in ICAO format is	/	Υ
	used in operation	25%	-
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)		Υ
	, , , , , , , , , , , , , , , , , , , ,	10%	-
2	System/upgrade procured	/	Υ
		30%	-
3	ATC system is capable of receiving and automatically processing IFPS		Υ
	output derived from RPL to suppress the need for RPL bulk-output from	35%	
	IFPS		-
4	Capability to automatically process FPLs derived from RPLs is used in	l in	Υ
	operations	25%	-
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)	4.00/	Υ
		10%	-
2	System/upgrade procured	200/	Υ
		30%	-
3	ATC system is able to receive and process flight plan data from IFPS in	350/	Υ
	ADEXP format	35%	-
4	Capability to receive and process flight plan data in ADEXP format is used	350/	Υ
	in operations	25%	31/05/2011
Comment:	Implemented with the new system.		
FCM03-ASP04	Processing of APL and ACH messages		by:31/12/1999
SMATSA	-	100%	Completed
	Activity started (e.g. Project kicked-off)	4.007	Υ
	,	10%	-
2	System/upgrade procured	2001	Υ
		30%	-
3	ATC system capable of automatically processing real-time updates to flight	0.507	Υ
	plan information as provided by IFPS via APL and ACH messages	35%	-
4		25%	Υ
·	I .		

	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 ex	change me	essages.
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%	Υ -
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 ex Many of the test cases went through automatically during testing of AFP m November 2018. Another evaluation needed to check the corrected softwa	essages, p	essages. erformed on 23th
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 ex	change me	
FCM03-ASP07	Automatically provide AFP message for a diversion	leriarige iii	by:31/12/2017
SMATSA	-	100%	Completed
	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 ex	change me	
FCM03-ASP08	Automatically provide AFP message for a change of flight rules or flight type	eriange in	by:31/12/2017
SMATSA	L	100%	Completed
	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	35%	Y
3	tlight rules or tlight type	1	-
	flight rules or flight type Reception by NM of automatically generated AFP messages for change of	25%	γ
4	Reception by NM of automatically generated AFP messages for change of flight rules or flight type has been ensured		31/10/2006
4 Comment:	Reception by NM of automatically generated AFP messages for change of flight rules or flight type has been ensured Messages are manually handled, although the ATM system is capable to ex- Automatically provide AFP message for a change of requested cruising		31/10/2006
Comment: FCM03-ASP09	Reception by NM of automatically generated AFP messages for change of flight rules or flight type has been ensured Messages are manually handled, although the ATM system is capable to ex	change me	31/10/2006 essages. by:31/12/2017
Comment: FCM03-ASP09 SMATSA	Reception by NM of automatically generated AFP messages for change of flight rules or flight type has been ensured Messages are manually handled, although the ATM system is capable to ex- Automatically provide AFP message for a change of requested cruising		31/10/2006 essages.

		1	I
2	2 System/upgrade procured	30%	Υ
		3070	-
3	ATC system is able to automatically generate AFP messages for change of	250/	Υ
	requested cruising level	35%	-
4	Reception by NM of automatically generated AFP messages for change of	250/	Υ
	requested cruising level has been ensured	25%	31/10/2006
Comment:	Messages are manually handled, although the ATM system is capable to ex-	change me	essages.
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)	100/	Y
	, and the first of the state of	10%	-
2	System/upgrade procured	30%	Υ
			-
3	ATC system is able to automatically generate AFP messages for change of	/	Υ
	aircraft type	35%	_
4	Reception by NM of automatically generated AFP messages for change of	25%	Υ
	aircraft type has been ensured		31/10/2006
Comment:	Messages are manually handled, although the ATM system is capable to ex-	change me	essages.
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)		Y
		10%	_
2	System/upgrade procured		Υ
	, , , , , , , , , , , , , , , , , , , ,	30%	-
3	ATC system is able to automatically generate AFP messages for change of		Υ
	aircraft equipment	35%	-
4	Reception by NM of automatically generated AFP messages for change of		Υ
·	aircraft equipment has been ensured	25%	31/10/2006
Comment	Messages are manually handled, although the ATM system is capable to ex-	rhange me	
Comment.	pricessages are manually number, dictional title with system is cupulic to ex-	change inc	

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: D Links to Enablers: E Links to DP Familie			
Currently only ten	tative planes exist regarding this objective.		-
ASP (By:12/2021)			
SMATSA		0%	Not yet planned
Currently only tent	ative 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 -

	Interactive Rolling NOP		
500.405	Timescales:	20/	51 1
FCM05	Initial operational capability: 01/09/2013	0%	Planned
	Full operational capability: 31/12/2021		
· •	CB-0102, DCB-0103-A [E]		
	s: B1-ACDM, B1-NOPS		
Links to DP Familie	s: 4.2.2 - Interactive Rolling NOP, 4.2.4 - AOP/NOP information sharing		
	upport is planned to be integrated into the NM system by 2021.		31/12/2021
ASP (By:12/2021)			
SMATSA		0%	Planned
Automated ASM su	pport 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
		1070	-
2	ATFCM procedures related to interaction with the NOP drafted	30%	N
		3070	-
3	ATFCM procedures related to interaction with the NOP agreed, tested &	35%	N
	validated	3370	-
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 into the NM system by 2021.	is planned	to be integrated
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
		1070	-
2	2 Training ongoing		N
		40%	-
3	Training completed	50%	N
100 (0.40 (0.004)			31/12/2021
APO (By:12/2021)			l
Montenegro Airpo		%	Not Applicable
	inated airports in Montenegro. AOP11 is not applicable		-
FCM05-APO01	Provide the required data to the Network Manager for DDR		by:31/12/2017
Montenegro		0,	
Airports	-	%	Not Applicable
1	Activity started (e.g. Project kicked-off)	10%	NA
		1070	-
2	Airport slot information provided to DDR	90%	NA
		30,0	-
FCM05-APO02	APO02 Perform the integration of the AOP with the NOP		by:31/12/2021
Montenegro	_	%	Not Applicable
Airports			• • •
1	Activity started (e.g. Project kicked-off)	10%	NA -
2	System allowing the exchange of information between the AOP and the		NA
	NOP procured	30%	-
3	System allowing the exchange of information between the AOP and the		NA
	NOP tested & validated	35%	-
4 System allowing the exchange of information between the AOP and the			NA
		25%	

FCM06	Traffic Complexity Assessment Timescales:		20%	Late
FCIVIOO	Full operational capability: 31/12/2021		20/0	Late
Links to Ol Stans C	·			
•	M-0101, CM-0103-A [E]			
Links to Enablers: N				
	s: 4.4.2 - Traffic Complexity Tools			<u> </u>
	g to implement this objective in 2022.			29/03/2022
ASP (By:12/2021)				
SMATSA			20%	Late
SMATSA is planning	g to implement this objective in 2022.	Upgrade of		
		functionality	of the	
		DPS with the	ا و	29/03/2022
		transition to	TopSky	• •
		System, step		
ECNACE ACROS	Insulance to the column of the	System, step	72	la
FCM06-ASP01 SMATSA	Implement Local Traffic Load Management tool		400/	by:-
	A stillitus stantard (a. a. Dunia et liinka d. aff)		40%	Late Y
1	Activity started (e.g. Project kicked-off)		10%	·
2	Local Traffic Local Management to all property and			04/02/2019
2	Local Traffic Load Management tool procured	30%		Υ 20/00/2010
2	I Tueffie I I NA			29/08/2019
3	Local Traffic Load Management tool installed		60%	N 20 (02 (2022
ECN 405 A 5 B 0 2	D :			29/03/2022
FCM06-ASP02	Receive, process and integrate ETFMS Flight Data (EFD)		400/	by:-
SMATSA	-		10%	Late
1	Activity started (e.g. Project kicked-off)		10%	Υ
				29/08/2019
2	FDP adaptation to receive, process and integrate EFD pro	ocured	30%	N
				06/06/2021
3	FDP adaptation to receive, process and integrate EFD inst	talled	60%	N
				29/03/2022
FCM06-ASP03	Implement Local Traffic Complexity tools and procedures			by:-
SMATSA	<u> </u>		10%	Late
1	Activity started (e.g. Project kicked-off)		10%	Υ
				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 .
			33/0	26/02/2022
4	Procedures for the use of Traffic Complexity tools in oper	rational use	25%	N
			23/0	29/03/2022

29/03/2022

FCM08	Extended Flight Plan Timescales: Initial operational capability: 01/01/2016 Full operational capability: 31/12/2021	0%	Not yet planned
Links to DP Familie	s: 4.2.3 - Interface ATM systems to NM systems		
· •	very generic in respect to the ANSP. At current maturity level of Extended SMATSA is waiting for more guidance material to be available.	Flight	-
SMATSA		0%	Not yet planned
Currently only tent	ative 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	3 Upgrade to ground systems enabling the reception and processing of EFPL information via FF-ICE/1 has been installed		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)	100/	N
		10%	-
2	Safety Assessment drafted	30%	N
		30/0	-
3	Safety Assessment delivered to the competent authority	60%	N
		0070	-

	Electronic Terrain and Obstacle Data (eTOD)		
INFOZ	<u>Timescales:</u>	00/	Not yet planned
INF07	Initial operational capability: 01/11/2014	0%	Not yet planned
	Full operational capability: 31/05/2018		
Links to Enablers: A	NMS-16		
Links to DP Families	s: 1.2.2 - Geographic database for procedure design		
	to implemet this objective for the time being. Only electronic terrain data	is	_
available.			
REG (By:05/2018)			
Montenegro CAA		0%	Not yet planned
	to implemet this objective for the time being. Only electronic		-
terrain data is avail			1 00/11/2015
INF07-REG01	Establish National TOD policy	201	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 apprehinated with		- N
2	National TOD policy and implementation programme coordinated with stakeholders and drafted	30%	N
2	National TOD policy and implementation programme approved and		N
	established	60%	
INF07-REG02	Establish TOD regulatory framework		by:31/12/2017
Montenegro CAA	-	0%	Not yet planned
	Activity started (e.g. Project kicked-off)		N
_		10%	-
2	Development and updating of national rules and regulations affecting		N
	eTOD drafted, including the identification of aerodromes (area 2,3 and4)	30%	
	where TOD should be provided		-
3	TOD regulatory framework established, list of aerodromes included in EUR	C00/	N
	ANP/FASID and, where appropriate, changes to State legislation initiated 60%		-
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
		10/0	-
2	Draft the plans and procedures to oversight the TOD implementation, in	30%	N
	accordance with TOD Policy and framework	3070	-
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	luikiski on of the conscient in a condense with intermediate I TOP		- N
	Initiation of the oversight in accordance with international TOD requirements and the regulatory framework	30%	N
2			- N
3	Approval of the reports and results coming from the verification and compliance	60%	N -
ASP (By:05/2018)	соттривнее		-
		09/	Not yet planned
SMATSA Smatsa is intending	to implement eTOD, but awaiting the development of a SWIM	0%	Not yet planned
_	y before creating its related plans.		-
INF07-ASP01	Plan the required activities for the collection, management and provision		
11107 73101	of TOD in accordance with national TOD policy		by:30/11/2015
SMATSA	-	0%	Not yet planned
	Activity started (e.g. Project kicked-off)		N
_	, 200. 600 (2.0	10%	-
		1	The second secon

2	Plan/roadmap coordinated and drafted	200/	N
		30%	-
3	Plan/roadmap approved	C00/	N
		60%	-
INF07-ASP02	Implement the collection, management and provision of TOD in		h,,,21/05/2019
	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
		10%	-
2	Identify the requirements and adjustments required to ensure the	200/	N
	collection, management and provision of TOD	30%	-
3	Requirements and adjustments implemented in accordance with national	C00/	N
	TOD and regulatory framework	60%	-
APO (By:05/2018)			
Podgorica Airport		0%	Not yet planned
_	-		-
INF07-APO01	Plan the required activities for the collection, management and provision		h 20 /44 /2045
	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
		10/0	-
2	Plan/roadmap coordinated and drafted	30%	N
		30%	-
3	Plan/roadmap approved	600/	N
		60%	-
INF07-APO02	Implement the collection, management and provision of TOD in		h21/05/2010
	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)	100/	N
		10%	-
2	Identify the requirements and adjustments required to ensure the	2007	N
	collection, management and provision of TOD	30%	-
3	Requirements and adjustments implemented in accordance with national	60%	N

	Information Exchanges using the SWIM Yellow TI Profile		
INF08.1	<u>Timescales:</u>	0%	Planned
	- not applicable -		

Links to OI Steps: IS-0901-A [E], MET-0101 [E] Links to ICAO ASBUs: B1-DATM, B1-SWIM

Links to DP Families: 5.1.3 - Common SWIM Infrastructure Components, 5.1.4 - Common SWIM PKI and Cybersecurity, 5.2.1 - Stakeholders Internet Protocol Compliance, 5.2.2 - Stakeholders SWIM Infrastructure Components, 5.2.3 - Stakeholders SWIM PKI and Cybersecurity, 5.3.1 - Upgrade/Implement Aeronautical Information Exchange System/Service, 5.4.1 - Upgrade/Implement Meteorological Information Exchange System/Service, 5.5.1 - Upgrade/Implement Cooperative Network Information Exchange System/Service, 5.6.1 - Upgrade/Implement Flight Information Exchange System/Service supported by Yellow Profile

SMATSA is planning to implement this objective by the end of 2024.			31/12/2024	
ASP (By:12/2024)				
SMATSA		0%	Planned	
SMATSA is planni	ng to implement this objective by the end of 2024		31/12/2024	
INF08.1-ASP01	Implement Aeronautical information exchanges		by:-	
3	-	%	Planned	
	1 Activity started (e.g. Project kicked-off)	10%	N	
			01/01/2023	
	2 New/upgraded local infrastructure components supporting SWIM Yellow	15%	N	
	Profile exchange services were procured.		31/12/2024	
	3 Aeronautical Information exchanges were procured.	15%	N	
		1370	31/12/2024	
	4 New/upgraded local infrastructure components supporting SWIM Yellow	20%	N	
	Profile exchange services are installed, tested, validated and in operational		31/12/2024	
	use.		31/12/2024	
	5 Aeronautical Information exchanges are installed, tested, validated and in	40%		
	operational use. Is the EUROCONTROL SWIM Registry used? Please		_	
	indicate.			
INF08.1-ASP02	Implement Meteorological Information exchanges		by:-	
	-	0%	Planned	
	1 Activity started (e.g. Project kicked-off)	10%	N	
			01/01/2023	
	2 New/upgraded local infrastructure components supporting SWIM Yellow	15%	N	
	Profile exchange services were procured.		31/12/2024	
	3 Meteorological Information exchanges were procured.	15%	N	
			31/12/2024	
	4 New/upgraded local infrastructure components supporting SWIM Yellow	20%	N	
	Profile exchange services are installed, tested, validated and in operational		31/12/2024	
	USE.			
	5 Meteorological Information exchanges are installed, tested, validated and in operational use. Is the EUROCONTROL SWIM Registry used? Please	40%	N	
	indicate.		31/12/2024	
INF08.1-ASP03	Implement Cooperative Network information exchanges		by:-	
SMATSA	-	%	Planned	
	1 Activity started (e.g. Project kicked-off)	10%	N	
	T Activity Stateca (e.g. 170)ccc Nickea 011)		01/01/2023	
	2 New/upgraded local infrastructure components supporting SWIM Yellow		N	
	Profile exchange services were procured.		-	
	3 Cooperative Network Information exchanges were procured.	15%	N	
	5 cooperative Network information exchanges were procured.		-	
	4 New/upgraded local infrastructure components supporting SWIM Yellow	20%	N	
	Profile exchange services are installed, tested, validated and in operational		14	
	use.		-	
	5	40%		

	Cooperative Network Information exchanges are installed, tested,		
	validated and in operational use. Is the EUROCONTROL SWIM Registry		-
INITOO 1 ACDO4	used? Please indicate.		b.u
INFO8.1-ASPO4	Implement Flight Information exchanges	0/	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	15%	N
	Profile exchange services were procured.		31/12/2024
3	Flight Information exchanges were procured.	15%	N
			31/12/2024
4	New/upgraded local infrastructure components supporting SWIM Yellow		N
	Profile exchange services are installed, tested, validated and in operational use.	20%	31/12/2024
5	Flight Information exchanges are installed, tested, validated and in		
	operational use. Is the EUROCONTROL SWIM Registry used? Please	40%	31/12/2024
NAU (D42/2024)	indicate.		
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)	4.007	N
		10%	-
2	New/upgraded local infrastructure components supporting SWIM Yellow	150/	N
	Profile exchange services were procured.	15%	-
3	Aeronautical Information exchanges were procured.	450/	N
		15%	-
4	New/upgraded local infrastructure components supporting SWIM Yellow		N
	Profile exchange services are installed, tested, validated and in operational	20%	
	use.		-
5	Aeronautical Information exchanges are installed, tested, validated and in		
	operational use. Is the EUROCONTROL SWIM Registry used? Please	40%	
	indicate.		-
INF08.1-MIL02	Implement Meteorological Information exchanges		by:-
Military Authority	-	%	Not yet planned
	Activity started (e.g. Project kicked-off)		N
		10%	-
2	New/upgraded local infrastructure components supporting SWIM Yellow		N
	Profile exchange services were procured.	15%	-
3	Meteorological Information exchanges were procured.		N
		15%	-
4	New/upgraded local infrastructure components supporting SWIM Yellow		N
	Profile exchange services are installed, tested, validated and in operational	20%	
	use.		-
5	Meteorological Information exchanges are installed, tested, validated and		
	in operational use. Is the EUROCONTROL SWIM Registry used? Please	40%	
	indicate.		-
INF08.1-MIL03	Implement Cooperative Network information exchanges		by:-
Military Authority	-	%	Not yet planned
	Activity started (e.g. Project kicked-off)		N
_		10%	_
2	New/upgraded local infrastructure components supporting SWIM Yellow		N
	Profile exchange services were procured.	15%	-
3	Cooperative Network Information exchanges were procured.	15%	N

	Activity started (e.g. Project kicked-off)	10%	
Podgorica Airport		%	Not yet planned
INF08.1-APO03	indicate. Implement Cooperative Network information exchanges		by:-
5	Meteorological Information exchanges are installed, tested, validated and in operational use. Is the EUROCONTROL SWIM Registry used? Please	40%	_
4	New/upgraded local infrastructure components supporting SWIM Yellow Profile exchange services are installed, tested, validated and in operational use	20%	N
	Meteorological Information exchanges were procured	15%	- N
	New/upgraded local infrastructure components supporting SWIM Yellow Profile exchange services were procured	15%	- N
		10%	-
Podgorica Airport	- Activity started (e.g. Project kicked-off)	%	Not yet planned N
INF08.1-APO02	Implement Meteorological Information exchanges		by:-
5	Aeronautical Information exchanges are installed, tested, validated and in operational use. Is the EUROCONTROL SWIM Registry used? Please indicate.	40%	-
	New/upgraded local infrastructure components supporting SWIM Yellow Profile exchange services are installed, tested, validated and in operational use	20%	- N
	Aeronautical Information exchanges were procured	15%	N -
2	New/upgraded local infrastructure components supporting SWIM Yellow Profile exchange services were procured	15%	N -
	Activity started (e.g. Project kicked-off)	10%	N -
Podgorica Airport	-	%	Not yet planned
INF08.1-APO01	Implement Aeronautical information exchanges		by:-
	to implement this objective for the time being.	70	Not yet planned
Podgorica Airport		%	Not yet planned
о АРО (By:12/2024)	operational use. Is the EUROCONTROL SWIM Registry used? Please indicate.	40%	-
	Profile exchange services are installed, tested, validated and in operational use. Flight Information exchanges are installed, tested, validated and in	20%	-
	New/upgraded local infrastructure components supporting SWIM Yellow	15%	- N
	Profile exchange services were procured. Flight Information exchanges were procured.	15%	- N
	Activity started (e.g. Project kicked-off) New/upgraded local infrastructure components supporting SWIM Yellow	10%	- N
Military Authority	Activity started (a.g. Drainet kinked off)	%	Not yet planned
INF08.1-MIL04	Implement Flight Information exchanges	24	by:-
	Cooperative Network Information exchanges are installed, tested, validated and in operational use. Is the EUROCONTROL SWIM Registry used? Please indicate.	40%	-
	New/upgraded local infrastructure components supporting SWIM Yellow Profile exchange services are installed, tested, validated and in operational use.	20%	- N
4	No /		N.

			-
	New/upgraded local infrastructure components supporting SWIM Yellow	450/	N
	Profile exchange services were procured	15%	-
3	Cooperative Network Information exchanges were procured	15%	N
		13/0	-
4	New/upgraded local infrastructure components supporting SWIM Yellow		N
	Profile exchange services are installed, tested, validated and in operational use	20%	-
Ţ	Cooperative Network Information exchanges are installed, tested,		
	validated and in operational use. Is the EUROCONTROL SWIM Registry used? Please indicate	40%	-
NF08.1-APO04	Implement Flight Information exchanges		by:-
odgorica Airport	-	%	Not yet planned
	. Activity started (e.g. Project kicked-off)	10%	N
		10%	-
2	New/upgraded local infrastructure components supporting SWIM Yellow	15%	N
	Profile exchange services were procured.	15%	-
3	Flight Information exchanges were procured.	1 5 0/	N
		15%	-
4	New/upgraded local infrastructure components supporting SWIM Yellow		N
	Profile exchange services are installed, tested, validated and in operational use.	20%	-
Ţ	Flight Information exchanges are installed, tested, validated and in		
	operational use. Is the EUROCONTROL SWIM Registry used? Please	40%	
	operational user is the Lorio Colvinion Legistry usear incuse		

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: G	SURV-0101		
	ically implemented this objective on 08/12/2016. Plan to declare "Mod compliance by the end of 2020.	e S" area	30/12/2020
ASP (By:01/2020)			
SMATSA		92%	Late
1	caly implemented this objective on 08/12/2016. Plan to rea and to achieve full compliance by the end of 2020. Vrsuta	ry radar	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)	n 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.		00, 12, 2020
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 opersonnel have been trained.	leveloped. Al	
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 downlink 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.	1	, ,

ITY-ADQ Links to OI Steps: IS Links to ICAO ASBU Links to DP Families	s: B0-DATM s: 1.2.2 - Geographic database for procedure design no legal basis for the implementation of this objective. Montenegro pla		Late 31/12/2025
Montenegro CAA		7%	Late
Commission Regula it's full implemental state. In the meantime the ICAO Doc.10066 (PA			31/12/2025
	Verify the compliance with data quality requirements and supervise safe	ty	by:30/06/2013
	assessments	10%	
Montenegro CAA	The CAA is prepared to verify compliance with data quality requirements		Late
	when they become available.	s and review	safety assessifients
	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	o oversight of	
	Verification that data quality and process requirements were met	30%	N 31/12/2024
	Supervision of safety assessment conducted	35%	N 31/12/2024
	Notification that changes were accepted	25%	N 31/12/2024
	Verify the establishment of formal arrangements		by:30/06/2013
Montenegro CAA	<u>-</u>	10%	Late
	Activity started (e.g. Project kicked-off)	10%	Y 31/12/2019
	Formal arrangements are subject of oversight of AIS provider.		
	Formal arrangements have been received	65%	N 31/12/2022
	Formal arrangements are subject of oversight of AIS provider. Those that are signed are available to the CAA.		
	Formal arrangements have been verified and accepted	25%	N 31/12/2022
	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
	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

			2551	
			36%	Late
	ped the ADQ roadmap. This document contains detailed not meet requirements of ADQ.	AIM / SWIM		31/12/2025
ITY-ADQ-ASP01	mplement data quality and process requirements			by:30/06/2013
SMATSA -			10%	Late
1 /	Activity started (e.g. Project kicked-off)		100/	Υ
			10%	09/02/2010
2	mplement data quality, evidence, origination, process, error	reporting and		N
r	ectification requirements. Validate and verify all tools used t	to support or	30%	24/12/2024
ć	automate processes			31/12/2024
Comment:	Annex IV			
ı	Part A, item 1 - partial conformity - item 2- nonconformity an	d other items r	onconfor	mity because not
C	considered. DQR and DAL should be further analysed.			
ſ	Part B - conformity, item e) - opportunity for improvement; ,	except for item	d) - nond	conformity.
ļ	Part C - conformity, items f) and k) opportunity for improvem	ent; , except it	em e), i)	partial conformity
	Part D - conformity, item 6 opportunity for improvement and	-		
	Part E -, item 1-nonconformity, item 2 - conformity.	•	•	
	Part F - conformity, except items c) and f) - opportunity for in	nprovement.		
	, , , , , , , , , , , , , , , , , , , ,	•		
	Article 6			
[Data quality requirements are planned to be implemented i	in accordance v	ith Δrticl	e 6 AIS will
	consider developing a procedure for data validation as a four			
	AIS has included change in SMATSA internal instructions to			
	compliance with EC 73/2010 requirements.	reflect period it	Ji uata ai	ciliving willcir are
	Conduct a safety assessment, provide a safety assessment re	nort to the		N
		port to the	35%	N 21/12/2024
	NSA and if applicable provide safety arguments to the NSA		f ADO	31/12/2024
	AIS has initiated safety assessment of changes related to the	-	n of ADQ	requirements.
	During the ADQ Roadmap project, the draft version of FHA w			N.
	ntroduction of the change into service was accepted by the l		250/	N
	notification of acceptance has been received. An EC declarati		25%	31/12/2024
	verification of systems and a technical file has been submitte			
	AIS has declared its intention to meet ADQ requirements and			
	engaged consultant to produce ADQ Roadmap and Technical	-		
	system. During this project AIS maintained close relations wit			
	that will ease future communication and submission of Introd	duction of the c	hange int	
	Establish formal arrangements			by:30/06/2013
SMATSA -	•		10%	Late
1	Activity started (e.g. Project kicked-off)		10%	Υ
			1070	23/05/2008
2 F	Establish formal arrangements with other relevant parties		40%	N
			4070	17/09/2022
Comment:	AIS is in partial conformity with Annex IV part C. Formal arrar	igements have	been sign	ed almost all
į	nternal data originators. The arrangements have been the su	ubject to regula	r review p	process since 2009
/	AIS will work with other data originators on the establishmer	nt of the rest of	SLAs.	
2	Formal arrangements signed by all relevant parties have been			N
3 ∥			50%	31/12/2022
3	AIS is in partial conformity with Annex IV part C. Formal arrar	ngements have	been sign	
	: AIS is in partial conformity with Annex IV part C. Formal arrangements have been signed almost all			
Comment:	internal data originators. The arrangements have been the subject to regular review process since 2009.			
Comment: /		-	SLAs	
Comment: /	AIS will work with other data originators on the establishmer	nt of the rest of		ganized ADO
Comment: / i /	AIS will work with other data originators on the establishmer During the work on the ADQ Roadmap, AIS, supported with o	nt of the rest of consultancy con	npany, or	
Comment: / i / [AIS will work with other data originators on the establishmer During the work on the ADQ Roadmap, AIS, supported with c awareness campaign. All relevant data originators are inform	nt of the rest of consultancy con	npany, or	
Comment: / i / I	AIS will work with other data originators on the establishmer During the work on the ADQ Roadmap, AIS, supported with o	nt of the rest of consultancy con red about ADQ	npany, or	

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		
	Consistency mechanisms and timeliness requirements established and documented	60%	N 31/12/2022		
_	The requirements from Article 7 are partially implemented. Article 7(1) and	/2) chould			
		(2) SHOUL	a be further		
1	analyzed. Article 7(3) has been implemented.	D D 4 4 4 6 :			
	Evidence: AIP Serbia / Montenegro and VFR AIP are publicly available at EA SMATSA website.	D PAIVIS IN	iternet site and		
ITY-ADQ-ASP04	implement personnel and performance requirements		by:30/06/2013		
SMATSA -	·	100%	Completed		
	Astivity started (a.g. Drainet kiekad off)	10070	Y		
1 /	Activity started (e.g. Project kicked-off)	10%	27/10/2008		
2 [Davidson and maintain accommon material and involunces their income				
	Develop and maintain awareness material and implement training and	40%	Υ		
	competence requirements		12/11/2009		
	All AIS operational staff are adequately trained. Depending on working posi				
	Cartography, NOTAM, Print-shop), an employee attend in-house organized	training o	r participate in EAD		
l t	training courses (GroupEAD or Managed-AIS training centers). In-house training	ining is org	ganized in		
	accordance to the AIS.TRA.002 AIS Staff Training Program. In order to quali	-			
	position, an employee must earn adequate training certificate (defined in the	•			
I F		ie job Des	всприон		
	Document).				
3	Develop and maintain operating manuals and request security clearances	50%	Υ		
			20/05/2010		
Comment:	AIS premises are located in the SMATSA Training Center building at the Bel	grade airpo	ort. Professional		
	security staff that monitor main and side entrances secure the building. Eve	ery visitor	is identified and		
	his/her personal details are recorded. Visitors are not allowed to walk arou	nd the bui	lding without escort		
	of his/her host or proper identification card. This approach prevents unauth	norized ac	cess to AIS		
	premises. Aeronautical data processes are mainly executed on EAD Client In				
1	trained SMATSA employees are authorized to access the EAD. They have th		•		
	name/password combination to access the European AIS Database when w				
	SMATSA EAD Client Security Officer assigns data provider or data user role				
	· · · · · · · · · · · · · · · · · · ·	-	· ·		
	depending on his/her working position and training. This approach ensures				
	authorized staff manipulates data used for aeronautical information publications				
	obliged to log out from the terminal when it is not in use. Personal office co				
	different secret user name/password combination. This approach warrants		cious user cannot		
ć	access terminals and office computers even when they are unattended by A	AIS staff.			
ITY-ADQ-ASP05	mplement a quality management system and fulfil safety and security		h.,,20/06/2012		
	objectives		by:30/06/2013		
SMATSA -	•	70%	Late		
1	Activity started (e.g. Project kicked-off)		Υ		
	, , ,	10%	21/07/2009		
2	A quality management system meeting the safety and security		N		
	management objectives has been implemented, documented and is	30%	14		
	maintained	30%	31/12/2025		
3 /	An EN ISO 9001 certificate has been obtained	35%	Υ		
			10/06/2010		
Comment:	mment: SMATSA has been subject to the regular ISO 9001 audits since 2010. The ISO 9001:2008 certificates are				
1					
r	SMATSA has been subject to the regular ISO 9001 audits since 2010. The ISO re-issued every three years. The latest ISO 9001 certificate was obtained in				
		May 2019			
4 [re-issued every three years. The latest ISO 9001 certificate was obtained in				
4 [re-issued every three years. The latest ISO 9001 certificate was obtained in Documentation related to certification has been provided to the NSA. Access authorisations have been provided	May 2019 25%	Y 30/11/2009		
Comment:	re-issued every three years. The latest ISO 9001 certificate was obtained in Documentation related to certification has been provided to the NSA. Access authorisations have been provided The first dispatch was sent to NSA in November 2009. Certification related	May 2019 25%	Y 30/11/2009		
Comment:	re-issued every three years. The latest ISO 9001 certificate was obtained in Documentation related to certification has been provided to the NSA. Access authorisations have been provided The first dispatch was sent to NSA in November 2009. Certification related to NSA routinely on monthly basis.	May 2019 25%	30/11/2009 ation is dispatched		
Comment:	re-issued every three years. The latest ISO 9001 certificate was obtained in Documentation related to certification has been provided to the NSA. Access authorisations have been provided The first dispatch was sent to NSA in November 2009. Certification related	May 2019 25%	Y 30/11/2009		

1	Activity started (e.g. Project kicked-off)		Υ
_	receively started (e.g. 110)eet meked only	10%	23/04/2004
2	The common dataset and digital exchange format requirements have been		N
	implemented	30%	31/12/2024
	SMATSA AIS has been EAD client since August 2008. EAD system is used for and publication of aeronautical data and information in electronic form. Dat AICM/AIXM database. User can download html or xml data reports directly to can be used and transferred as regular AIXM products. SMATSA AIS uses SDO electronic AIP (html and pdf output). eAIP is published on EAD PAMS	a are sto	red in the SDO - SDO. These reports
	Safety assessment done and report, including safety arguments provided		N
	to the NSA	35%	31/12/2024
	QMS and Safety Management System have been implemented, documented Security management objectives should be further considered.	d and are	maintained.
4	The introduction of the change into service accepted by the NSA and		N
	notification of acceptance received. An EC declaration of verification of systems and a technical file submitted to the NSA	25%	31/12/2020
	that time, SMATSA asked civil aviation authorities of Serbia and Montenegron EAD. Civil Aviation Directorate of Republic of Serbia (CAD) performed the authorizational readiness of SMATSA AIS to migrate to EAD. The CAD report was	idit of tec s produce	hnical and ed as a result of it
	(notification of acceptance and the report dated 31.7.2008). SMATSA AIS ha module - Briefing Facility. SMATSA produces safety assessment when necess are trained. SMATSA has received the approval for the installation of EAD ReSMS.00-93/128 (16.10.2019.). In 2017, AIS has produced EAD Declaration of Verification which was accepted Montenegrin civil aviation authorities. SMATSA EAD DoV and TF are update Release.	sary. The elease 12 ed by Ser	operational staffs in October 2019, bian and
	module - Briefing Facility. SMATSA produces safety assessment when necess are trained. SMATSA has received the approval for the installation of EAD ReSMS.00-93/128 (16.10.2019.). In 2017, AIS has produced EAD Declaration of Verification which was accepted Montenegrin civil aviation authorities. SMATSA EAD DoV and TF are update Release.	sary. The elease 12 ed by Ser	operational staffs in October 2019, bian and ly for each EAD
ITY-ADQ-ASP07	module - Briefing Facility. SMATSA produces safety assessment when necess are trained. SMATSA has received the approval for the installation of EAD ReSMS.00-93/128 (16.10.2019.). In 2017, AIS has produced EAD Declaration of Verification which was accepted Montenegrin civil aviation authorities. SMATSA EAD DOV and TF are update	sary. The elease 12 ed by Ser ed regular	operational staffs in October 2019, bian and ly for each EAD by:30/06/2017
ITY-ADQ-ASP07 SMATSA	module - Briefing Facility. SMATSA produces safety assessment when necess are trained. SMATSA has received the approval for the installation of EAD Re SMS.00-93/128 (16.10.2019.). In 2017, AIS has produced EAD Declaration of Verification which was accepted Montenegrin civil aviation authorities. SMATSA EAD DoV and TF are update Release. Implement all data requirements	sary. The elease 12 ed by Ser ed regular	operational staffs in October 2019, bian and ly for each EAD
ITY-ADQ-ASP07 SMATSA	module - Briefing Facility. SMATSA produces safety assessment when necess are trained. SMATSA has received the approval for the installation of EAD ReSMS.00-93/128 (16.10.2019.). In 2017, AIS has produced EAD Declaration of Verification which was accepted Montenegrin civil aviation authorities. SMATSA EAD DoV and TF are update Release.	sary. The elease 12 ed by Ser ed regular	operational staffs in October 2019, bian and ly for each EAD by:30/06/2017 Late
ITY-ADQ-ASP07 SMATSA	module - Briefing Facility. SMATSA produces safety assessment when necess are trained. SMATSA has received the approval for the installation of EAD Re SMS.00-93/128 (16.10.2019.). In 2017, AIS has produced EAD Declaration of Verification which was accepted Montenegrin civil aviation authorities. SMATSA EAD DoV and TF are update Release. Implement all data requirements	sary. The elease 12 ed by Ser ed regular	operational staffs in October 2019, bian and ly for each EAD by:30/06/2017 Late Y 09/02/2010 N
ITY-ADQ-ASP07 SMATSA 1	module - Briefing Facility. SMATSA produces safety assessment when necess are trained. SMATSA has received the approval for the installation of EAD Re SMS.00-93/128 (16.10.2019.). In 2017, AIS has produced EAD Declaration of Verification which was accepted Montenegrin civil aviation authorities. SMATSA EAD DoV and TF are update Release. Implement all data requirements - Activity started (e.g. Project kicked-off)	sary. The elease 12 ed by Ser ed regular 10%	operational staffs in October 2019, bian and ly for each EAD by:30/06/2017 Late Y 09/02/2010
ITY-ADQ-ASP07 SMATSA 1 2	module - Briefing Facility. SMATSA produces safety assessment when necess are trained. SMATSA has received the approval for the installation of EAD Re SMS.00-93/128 (16.10.2019.). In 2017, AIS has produced EAD Declaration of Verification which was accepted Montenegrin civil aviation authorities. SMATSA EAD DOV and TF are update Release. Implement all data requirements - Activity started (e.g. Project kicked-off) All electronic data was updated and is compliant to all requirements	sary. The elease 12 ed by Ser ed regular 10% 10% 65%	operational staffs in October 2019, bian and ly for each EAD by:30/06/2017 Late Y 09/02/2010 N 31/12/2024 N
ITY-ADQ-ASP07 SMATSA 1 2 3 Comment:	module - Briefing Facility. SMATSA produces safety assessment when necess are trained. SMATSA has received the approval for the installation of EAD ReSMS.00-93/128 (16.10.2019.). In 2017, AIS has produced EAD Declaration of Verification which was accepted Montenegrin civil aviation authorities. SMATSA EAD DOV and TF are update Release. Implement all data requirements	sary. The elease 12 ed by Ser ed regular 10% 10% 65%	operational staffs in October 2019, bian and ly for each EAD by:30/06/2017 Late Y 09/02/2010 N 31/12/2024 N
ITY-ADQ-ASP07 SMATSA 1 2 3 Comment: APO (By:06/2017)	module - Briefing Facility. SMATSA produces safety assessment when necess are trained. SMATSA has received the approval for the installation of EAD Re SMS.00-93/128 (16.10.2019.). In 2017, AIS has produced EAD Declaration of Verification which was accepted Montenegrin civil aviation authorities. SMATSA EAD DOV and TF are update Release. Implement all data requirements - Activity started (e.g. Project kicked-off) All electronic data was updated and is compliant to all requirements A statement of compliance has been provided to the NSA SMATSA is trying to meet all data quality requirements as much as it is appliance.	sary. The elease 12 ed by Ser ed regular 10% 10% 65%	operational staffs in October 2019, bian and ly for each EAD by:30/06/2017 Late Y 09/02/2010 N 31/12/2024 N
ITY-ADQ-ASP07 SMATSA 1 2 3 Comment: APO (By:06/2017) Montenegro Airpor Currently, there are	module - Briefing Facility. SMATSA produces safety assessment when necess are trained. SMATSA has received the approval for the installation of EAD Re SMS.00-93/128 (16.10.2019.). In 2017, AIS has produced EAD Declaration of Verification which was accepted Montenegrin civil aviation authorities. SMATSA EAD DOV and TF are update Release. Implement all data requirements	sary. The elease 12 ed by Ser ed regular 10% 10% 65% 25% cable.	operational staffs in October 2019, bian and ly for each EAD by:30/06/2017 Late Y 09/02/2010 N 31/12/2024 N 31/12/2024
ITY-ADQ-ASP07 SMATSA 1 2 3 Comment: APO (By:06/2017) Montenegro Airpor Currently, there are Montenegro Airpor	module - Briefing Facility. SMATSA produces safety assessment when necess are trained. SMATSA has received the approval for the installation of EAD Re SMS.00-93/128 (16.10.2019.). In 2017, AIS has produced EAD Declaration of Verification which was accepted Montenegrin civil aviation authorities. SMATSA EAD DOV and TF are update Release. Implement all data requirements Activity started (e.g. Project kicked-off) All electronic data was updated and is compliant to all requirements A statement of compliance has been provided to the NSA SMATSA is trying to meet all data quality requirements as much as it is applied to the logal basis for the implementation of this objective. Tests is not ready to implement this objective.	sary. The elease 12 ed by Ser ed regular 10% 10% 65% 25% cable.	operational staffs in October 2019, bian and ly for each EAD by:30/06/2017 Late Y 09/02/2010 N 31/12/2024 N 31/12/2024
ITY-ADQ-ASP07 SMATSA 1 2 3 Comment: APO (By:06/2017) Montenegro Airpor Currently, there are Montenegro Airpor	module - Briefing Facility. SMATSA produces safety assessment when necess are trained. SMATSA has received the approval for the installation of EAD Re SMS.00-93/128 (16.10.2019.). In 2017, AIS has produced EAD Declaration of Verification which was accepted Montenegrin civil aviation authorities. SMATSA EAD DOV and TF are update Release. Implement all data requirements	sary. The elease 12 ed by Ser ed regular 10% 10% 65% 25% cable.	operational staffs in October 2019, bian and ly for each EAD by:30/06/2017 Late Y 09/02/2010 N 31/12/2024 N 31/12/2024
ITY-ADQ-ASP07 SMATSA 1 2 3 Comment: APO (By:06/2017) Montenegro Airpor Currently, there are Montenegro Airpor ITY-ADQ-APO01 Montenegro Montenegro	module - Briefing Facility. SMATSA produces safety assessment when necess are trained. SMATSA has received the approval for the installation of EAD Re SMS.00-93/128 (16.10.2019.). In 2017, AIS has produced EAD Declaration of Verification which was accepted Montenegrin civil aviation authorities. SMATSA EAD DOV and TF are update Release. Implement all data requirements Activity started (e.g. Project kicked-off) All electronic data was updated and is compliant to all requirements A statement of compliance has been provided to the NSA SMATSA is trying to meet all data quality requirements as much as it is applied to the logal basis for the implementation of this objective. Tests is not ready to implement this objective.	sary. The elease 12 ed by Ser ed regular 10% 10% 65% 25% cable.	operational staffs in October 2019, bian and ly for each EAD by:30/06/2017 Late Y 09/02/2010 N 31/12/2024 N 31/12/2024
ITY-ADQ-ASP07 SMATSA 1 2 3 Comment: APO (By:06/2017) Montenegro Airpor Currently, there are Montenegro Airpor ITY-ADQ-APO01 Montenegro Airports	module - Briefing Facility. SMATSA produces safety assessment when necess are trained. SMATSA has received the approval for the installation of EAD Re SMS.00-93/128 (16.10.2019.). In 2017, AIS has produced EAD Declaration of Verification which was accepted Montenegrin civil aviation authorities. SMATSA EAD DOV and TF are update Release. Implement all data requirements Activity started (e.g. Project kicked-off) All electronic data was updated and is compliant to all requirements A statement of compliance has been provided to the NSA SMATSA is trying to meet all data quality requirements as much as it is applied to the logal basis for the implementation of this objective. Tests is not ready to implement this objective.	sary. The elease 12 ed by Ser ed regular 10% 10% 65% 25% cable.	operational staffs in October 2019, bian and ly for each EAD by:30/06/2017 Late Y 09/02/2010 N 31/12/2024 N 31/12/2024 Not yet planned - by:30/06/2013
ITY-ADQ-ASP07 SMATSA 1 2 3 Comment: APO (By:06/2017) Montenegro Airpor Currently, there are Montenegro Airpor ITY-ADQ-APO01 Montenegro Airports 1	module - Briefing Facility. SMATSA produces safety assessment when necess are trained. SMATSA has received the approval for the installation of EAD Re SMS.00-93/128 (16.10.2019.). In 2017, AIS has produced EAD Declaration of Verification which was accept Montenegrin civil aviation authorities. SMATSA EAD DoV and TF are update Release. Implement all data requirements - Activity started (e.g. Project kicked-off) All electronic data was updated and is compliant to all requirements A statement of compliance has been provided to the NSA SMATSA is trying to meet all data quality requirements as much as it is appli rts e no legal basis for the implementation of this objective. ts is not ready to implement this objective. Implement data quality and process requirements Activity started (e.g. Project kicked-off) Implement data quality, evidence, origination, process, error reporting and rectification requirements. Validate and verify all tools used to support or	sary. The elease 12 ed by Ser ed regular 10% 10% 65% 25% cable.	operational staffs in October 2019, bian and ly for each EAD by:30/06/2017 Late Y 09/02/2010 N 31/12/2024 N 31/12/2024 Not yet planned by:30/06/2013 Not yet planned
ITY-ADQ-ASP07 SMATSA 1 2 3 Comment: APO (By:06/2017) Montenegro Airpor Currently, there are Montenegro Airpor ITY-ADQ-APO01 Montenegro Airports 1 2	module - Briefing Facility. SMATSA produces safety assessment when necess are trained. SMATSA has received the approval for the installation of EAD Re SMS.00-93/128 (16.10.2019.). In 2017, AIS has produced EAD Declaration of Verification which was accept Montenegrin civil aviation authorities. SMATSA EAD DoV and TF are update Release. Implement all data requirements - Activity started (e.g. Project kicked-off) All electronic data was updated and is compliant to all requirements A statement of compliance has been provided to the NSA SMATSA is trying to meet all data quality requirements as much as it is applients is not ready to implement this objective. Implement data quality and process requirements - Activity started (e.g. Project kicked-off) Implement data quality, evidence, origination, process, error reporting and	10% 10% 25% 0%	operational staffs in October 2019, bian and by:30/06/2017 Late Y 09/02/2010 N 31/12/2024 N 31/12/2024 Not yet planned by:30/06/2013 Not yet planned N -

1	Introduction of the change into service was accepted by the NSA and a		NA
_	notification of acceptance has been received. An EC declaration of	25%	INA
	verification of systems and a technical file has been submitted to the NSA	2370	-
Comment:	No APOs certified as ANS. SMATSA is the only ANS provider in Montenegro.		I
ITY-ADQ-APO02	Implement personnel and performance requirements		by:30/06/2013
Montenegro Airports	-	0%	Not yet planned
	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
	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 requirements is NA.	al exchan	ge format
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
	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

	Initial ATC Air-Ground Data Link Services Timescales:		
ITY-AGDL	ATS unit operational capability: 05/02/2018 Aircraft capability: 05/02/2020	46%	Late
Regulation (EC) 202 Commission Regula objective by 31/12	listed in Annex I of Commission Regulation (EC) No 29/2009 nor Commiss 15/310. CAA has transposed Commission Regulation (EC) No. 29/2009 and ation (EC) 2015/310 into national legislation. SMATSA plans to implement /2023.	ł	31/12/2023
REG (By:02/2018)			
Montenegro CAA		40%	Late
	ed Commission Regulation (EC) No. 29/2009 and Commission - L5/310 into national legislation and plans to conduct all NSA e with it.		31/12/2023
ITY-AGDL-REG03	Ensure the publication of relevant information in the national aeronautica information publication	I	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
_	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	- SLoA closed/completed in 2015 cycle	100%	Completed Y
Comment:	Apart from exemption for the F70/F100 aircraft (Commission Decision C(2		31/12/2016 no additional
ASP (By:02/2018)	exemptions are foreseen.		
		400/	Lata
SMATSA The objective will b	e met by 12/2023. CPDLC	48%	Late 31/12/2023
ITY-AGDL-ASP01	Ensure the conformity of communications, flight data and initial flight plan		by:05/02/2018
SMATSA	processing systems and associated procedures	40%	Loto
	Project/task for ensuring the conformity of communications, flight data and initial flight plan processing systems and associated procedures has	10%	Late Y
2	kicked off Air ground com. systems, flight data and initial flight plan processing		Y
	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%	-

Comment:	Comment: Flight plan processing system is able to handle the following message set over ATN: UM117 CC [unitname] [frequency], UM123 SQUAWK [code], UM179 SQUAWK IDENT, UM159 ERROR			
	[errorinformation], UM169 Free Text, DM0 WILCO, DM1 UNABLE, DM2 STA			
	[errorinformation], DM63 NOT CURRENT DATA AUTHORITY, DM100 LOGICA			
3	Communication, flight data and initial flight plan processing systems have		N N	
	been installed	35%	31/12/2023	
Comment:	Flight plan processing system will be able to handle the mandatory set of m	essages d	efined in LINK2000+	
	and ATN Protected Mode (PM-CPDLC).		T	
4	Associated procedures are tested, validated and applied in operation	25%	N	
			31/12/2023	
ITY-AGDL-ASP02	Organise personnel awareness and training	00/	by:05/02/2018	
SMATSA	Astivity observed (a.e. Duningst kinked aff)	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		N	
	used	50%	31/12/2023	
ITY-AGDL-ASP03	Ensure ground communication systems comply with air-ground		by:05/02/2018	
	communication requirements		, i i	
SMATSA	-	100%	Completed	
1	Project/task for ensuring the ground communication systems comply with	10%	Υ	
	air-ground communication requirements has kicked off		-	
2	The ground communication systems and their constituents have been procured	30%	- Y	
3	The ground communication systems and their constituents have been	35%	Υ	
	installed		-	
4	The ground communication systems and their constituents have been	25%	Υ	
	tested, validated and available for operational use		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		N	
	handle air-ground data link services has kicked off	10%	-	
2	The appropriate telecommunication infrastructure to handle the selected	200/	N	
	air-ground datalink services has been procured	30%	-	
3	The appropriate telecommunication infrastructure to handle the selected	35%	N	
	air-ground datalink services has been installed	35%	-	
4	The appropriate telecommunication infrastructure to handle the selected		N	
	air-ground datalink services has been tested, validated & available for operation use	25%	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%	Υ	
		1070	-	
2	System/upgrade procured	30%	Y	
3	ATC system is capable of transmission and reception of logon parameters	-	- Y	
	of flight data (e.g. LOF OLDI message) between ATC units	35%	-	
4	Procedures implementing the Logon Forward process are tested, validated	2501	N	
	and in operational use	25%	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)	100/	Υ	
		10%	-	

2	2 System/upgrade procured		Υ
		30%	-
3	3 ATC system is capable of transmission and reception of the required flight		Υ
	data (e.g. NAN OLDI message) between ATC units	35%	-
4	Procedures implementing the Next Authority Notified process are tested,	25%	N
	validated and in operational use	23/0	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
		10%	-
2	50% of applicable State aircraft equipped	40%	NA
		40%	-
3	100% of applicable State aircraft equipped	F.00/	NA
		50%	-

ITY-AGVCS2	8,33 kHz Air-Ground Voice Channel Spacing below FL195 Timescales: Entry into force: 07/12/2012 New and upgraded radio equipment: 17/11/2013 New or upgraded radios on State aircraft: 01/01/2014 Interim target for freq. conversions: 31/12/2014 All radio equipment: 31/12/2017 All frequencies converted: 31/12/2018 State aircraft equipped, except those notified to EC: 31/12/2018 State aircraft equipped, except those exempted [Art 9(11)]: 31/12/2020	59%	Late
Links to Enablers:	CTE-C01a		
provide for the le systems have bee are equipped with with Serbia.	transposed Commission Implementing Regulation (EU) No. 1079/2012 in 201 gal basis for the implementation of this objective. ANSP's voice communicat in upgraded to support 8.33kHz channel spacing. All aircraft, including state in 8.33kHz radios. Operational 8.33 kHz deployment will be done simultaneous	ion aircraft,	31/12/2020
REG (By:12/2018)			
Montenegro CAA		55%	Late
1079/2012 in 201 objective. Monter	ransposed Commission Implementing Regulation (EU) No. 4 to provide for the legal basis for the implementation of this negro plans to implement this objective.		31/12/2020
ITY-AGVCS2-	Ensure radios have 8,33 kHz channel spacing capability		by:31/12/2017
REG01		4000/	
Montenegro CAA		100%	Completed
	1 Activity started (e.g. Project kicked-off)	12%	Y 24 /4 2 /204 F
	2 Where applicable the State has published the additional local examptions		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 21/12/2017
	3 Measures have been taken to ensure that all radio equipment put into		31/12/2017 Y
	service or subject to radio upgrades by ANSPs, operators and other users	29%	Y
	or owners of radios includes the 8,33 kHz channel spacing capability.	25/0	31/12/2017
Comment	:: ANSP's voice communication systems have already been upgraded to suppo	 	 z channel snacing
Comment	All aircraft in the national registry are equipped with 8.33kHz capable radios		iz chamici spacing.
	4 Measures have been taken to ensure that aircraft for which the individual		Υ
	certificates of airworthiness or individual flight permits are first issued from 17 November 2013 and have a radio equipage requirement are fitted	29%	31/12/2017
	with radios having the 8,33 kHz ch		
	By 31 December 2017: The NSA has evidence that all radios in the State		Y
	have 8,33 kHz channel spacing capability except where derogations apply and/or exemptions have been granted.	29%	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 -
	All OPC frequency assignments converted to 8,33 kHz or, where		NA
	applicable, OPC frequencies not converted and justification for it notified	45%	_
	to the Commission.		
	t: Montenegro is not listed in Annex I of Regulation (EU) No. 1079/2012 and w Commission the 25% frequency conversion to 8.33kHz nor the OPC frequency		
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 subje		000/	N
	derogations/exceptions) converted to 8,33 kHz and published ir COM2 of ICAO Doc 7754	the Table	90%	31/12/2020
ASP (By:12/2018)				
SMATSA			40%	Late
Voice communicat channel spacing.	, , , , , , , , , , , , , , , , , , , ,	Air-Ground r network upg		31/12/2020
ITY-AGVCS2- ASP01	Ensure conformity of voice communications systems and associ- procedures	ated		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 procur	red	30%	Υ -
3	New/upgraded voice communication systems installed		35%	Y -
4	New/upgraded communication systems are tested, validated & operational use	in	25%	Y 31/12/2012
ITY-AGVCS2- ASP02	Convert 25 kHz frequencies to 8,33 kHz to achieve the interim to	arget		by:31/12/2014
SMATSA	-		%	Not Applicable
	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			I
ITY-AGVCS2- ASP03	Convert all 25 kHz frequencies to 8,33 kHz			by:31/12/2018
SMATSA			10%	Late
	Activity started (e.g. Project kicked-off)			Y
			10%	31/12/2017
2	Introduce % of concerned frequency assignments (i.e. not subje derogations/exceptions) converted to 8,33 kHz and published ir COM2 of ICAO Doc 7754	I	90%	N 31/12/2020
ITY-AGVCS2- ASP04	Develop safety assessment			by:31/12/2018
SMATSA	-		40%	Late
	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 milita	ry ANSPs in Montenegro. SMATSA is providing service for both		
	ers. All military aircraft have been equipped with 8.33 kHz		31/12/2016
radios.	, , , , , , , , , , , , , , , , , , , ,		
ITY-AGVCS2-MIL01	Equip State aircraft with radio equipment with 8,33 kHz channel spacing		
	capability		by:31/12/2020
Military Authority	-	100%	Completed
	List of State aircraft that cannot be equipped with 8,33 kHz radios by 31		Y
_	December 2018 has been communicated to the Commission	10%	31/12/2016
Commont	All state aircraft are equipped with 8,33 kHz radios.		31/12/2010
2	% of concerned State aircraft equipped	90%	Υ
			31/12/2016
	Organise personnel training and awareness of military aircrew		by:31/12/2020
Military Authority	-	100%	Completed
1	Activity started (e.g. Project kicked-off)	100/	Υ
		10%	-
2	Training ongoing		Υ
		40%	-
2	Training completed		Y
3	Training completed	50%	
**************************************			31/12/2014
APO (By:12/2018)			
Montenegro Airpo	rts	%	Not Applicable
All the communication	tion equipment used by Montenegro airports vehicles operates -		
in UHF and therefo	re is not the subject of the Regulation (EU) No. 1079/2012.		-
ITY-AGVCS2-	Convert all 25 kHz frequencies to 8,33 kHz		
APO01			by:31/12/2018
Montenegro			
Airports	-	%	Not Applicable
	Activity started (e.g. Project kicked-off)		NA
1	Activity Started (e.g. Project Nicked-Off)	10%	INA
			-
2	Introduce % of concerned frequency assignments (i.e. not subject to		NA
	derogations/exceptions) converted to 8,33 kHz and published in the Table	90%	_
	COM2 of ICAO Doc 7754		
ITY-AGVCS2-	Accommodate non-equipped vehicles		by:31/12/2017
APO02			by.51/12/2017
Montenegro		0/	Nat Ameliants
Airports	-	%	Not Applicable
	Activity started (e.g. Project kicked-off)		NA
_		10%	-
2	Procedures for handling non-8,33 kHz equipped vehicles through airport		NA
_	areas using 8,33 kHz channel spacing drafted	30%	INA
	<u> </u>		-
3	Procedures for handling non-8,33 kHz equipped vehicles through airport	35%	NA
	areas using 8,33 kHz channel spacing agreed, tested & validated		-
4	Procedures for handling non-8,33 kHz equipped vehicles through airport	25%	NA
	areas using 8,33 kHz channel spacing implemented	2370	-
ITY-AGVCS2-	Organise personnel training and awareness		h.u.24 /42 /2040
APO03			by:31/12/2018
Montenegro			
Airports	-	%	Not Applicable
	Activity started (e.g. Project kicked-off)		NA
	netivity started (e.g. Project Nickeu-Off)	10%	INA
	<u></u>		-
2	Training ongoing	40%	NA
			-
3	Training completed	50%	NA

ITY-COTR Links to OI Steps: C	Implementation of ground-ground automated co-ordination processes <i>Timescales:</i> 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 M-0201	100%	Completed
Links to ICAO ASBU	s: BO-FICE		
_	ransposed Commission Regulation (EC) No 1032/2006. The objective was mowerly of FAMUS modernization program of the common Montenegro / Serb		-
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	Custom / un sup de la une su une d		- V
2	System/upgrade procured	30%	Y
2	Flight data processing and exchange systems are capable of providing the		- Y
3	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%	-
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		Υ
	reception of the required flight data (e.g. ACT OLDI message) between ATC units	35%	-
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%	Υ -
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
	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
	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
	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 AT units	I	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	200/	Υ
		30%	-
3	Flight data processing and exchange system is capable of transmission and reception of the required flight data (e.g. CFD OLDI message) between AT units	I	- Y
4	Procedures implementing the Change to Basic Flight Data process are	25%	Υ
	tested, validated and in operational use	23/0	-

MIL (By:12/2014) Military Authority		%	Not Applicable
		50%	30/11/2012
<u> </u>	3 Training completed	E00/	Υ
•	2 Training ongoing	40%	- Y
	Training engoing		- V
	Activity started (e.g. Project kicked-off)	10%	Υ
SMATSA		100%	Completed
TY-FMTP-ASP03	Train technical staff		by:31/12/2014
	to the NSA	60%	30/11/2012
3	3 Safety Assessment, including safety arguments for the changes, submitted	C001	Υ
4	E praire sarcey Assessment produced	30%	-
	2 Draft Safety Assessment produced	-	- Y
-	1 Activity started (e.g. Project kicked-off)	10%	Y
SMATSA	-	100%	Completed
TY-FMTP-ASP02	Develop safety assessment for the changes	48001	by:31/12/2014
	: FAMUS operational DPS supports OLDI over IP v.6		
	operational use	23/0	30/06/2013
	Upgraded communication systems/functions tested, validated and in	25%	Y
		35%	-
3	3 Communications system/function installed	250/	Υ
4	2 Opgraded communications system/ function procured	30%	
	2 Upgraded communications system/function procured		- Y
<u>-</u>	1 Activity started (e.g. Project kicked-off)	10%	Y -
SMATSA	1 Activity started (o.g. Draiget Lister Laff)	100%	Completed
	notification, coordination and transfer of the flights between ATC units	45-11	
	information exchange via FMTP between FDPS(s) for the purpose of		by:31/12/2014
TY-FMTP-ASP01	Upgrade and put into service communication systems to support		
MTP/IPv6 or lack	of initiative to implement the FMTP/IPv6 connection.		
CD (X.25) connect	cions due to either unavailability of the partners to support		
	Brinidisi are still connected to Belgrade FDP system using FDE-		30/06/2013
•	re 6 of 9 operational FMTP (IPv6) connections. OLDI partners		20/06/2012
AMUS implemen		CNITIN	
	e been enhanced to support OLDI over IP v.6 according to the CPDLC / Nev		Completed
SMATSA		100%	Completed
ASP (By:12/2014)			
Brinidisi are still c	onnected to Belgrade FDP system using FDE-ICD (X.25) connections due to enhance to support FMTP/IPv6 or lack of initiative to implement the FM	ither	30/06/2013
	egrin / Serbian ANSP. re 6 of 9 operational FMTP (IPv6) connections. OLDI partners Tirana, Skopje	and	
-	implemented through the framework of FAMUS modernisation programm	e of the	
	Js: B0-FICE, B1-FICE		
inks to Enablers:	CTE-C06		
ITY-FMTP	All EATMN systems in operation by 20/04/11: 20/04/2011 Transitional arrangements: 31/12/2012 Transitional arrangements when bilaterally agreed between ANSPs: 31/12/2014	100%	Completed
17V 53470	All EATMN systems put into service after 01/01/09: 01/01/2009	4000/	
	<u>Timescales:</u> Entry into force of regulation: 28/06/2007		
	Common Flight Message Transfer Protocol (FMTP)		

Military has no role	in ATS provision.		-
	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
		10%	-
2	Upgraded communications system/function procured	30%	NA
		30%	-
3	Communications system/function installed	35%	NA
		33/0	-
4	Upgraded communication systems/functions tested, validated and in	25%	NA
	operational use	25%	-

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: 07/06/202	0	100%	Completed
	ELS in transport-type State aircraft : 07/06/2020 Ensure training of MIL personnel: 07/06/2020 Retrofit aircraft capability: 07/06/2020			
Links to Enablers: G Links to ICAO ASBU				
interoperability rec requirements is su	nplemented this objective. SMATSA has completed activities to quirements for surveillance data. Compliance of surveillance sy bject of continuous oversight performed by the CAA.		olicable	30/06/2015
REG (By:02/2015)				
Montenegro CAA			100%	Completed
	pacity to review the safety assessments delivered to it. reillance systems to applicable requirements is subject of ht.	-		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 communicate ANSP	d to the	60%	Y 30/06/2015
ASP (By:02/2015)				
SMATSA			100%	Completed
SMATSA has compl surveillance data.	eted activities to meet the interoperability requirements for	New radar st Besna kobila Secondary ra Vrsuta	site /	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 ha signed	ve been	30%	Y -
	Surveillance data is exchanged based on the common protocol		60%	Y 30/06/2013
	Radar data sharing with adjacent ANSPs has been defined in relexternal radar data inputs started after completion of fine tunir			sensor trackers.
ITY-SPI-ASP02	Conduct Safety Assessment for the existing surveillance chain			by:05/02/2015
SMATSA	<u> </u>		100%	Completed
	Activity started (e.g. Project kicked-off)		10%	Y 15/02/2015
	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 surve infrastructure	eillance		by:12/12/2013
SMATSA	-		100%	Completed
1	Activity started (e.g. Project kicked-off)		10%	Υ

		I	
			-
2	Safety Assessment drafted	30%	Υ
		3070	-
3	Safety Assessment delivered to the competent authority	60%	Υ
		00%	30/09/2012
Comment:	All changes and modifications introduced to the existing surveillance infrast	ructure w	ith relevant safety
	argumentation are delivered to the NSA.		
	All activities are being recorded in System Safety Assessment (SSA) docume	ntation.	
ITY-SPI-ASP04	Ensure the training of personnel		by:12/12/2013
SMATSA	-	100%	Completed
1	Activity started (e.g. Project kicked-off)		Υ
		10%	-
2	Training ongoing		Υ
		40%	-
3	Training completed		Υ
		50%	31/12/2013
Comment:	For small changes, operational procedures are being updated. In case of ma	jor chang	
	surveillance infrastructure, such as radar upgrade, additional training for tec		
	performed.	•	
MIL (By:06/2020)			
Military Authority		%	Not Applicable
	a very low level and there are no operational benefits deriving	, ,	
1	tation 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
	Activity started (e.g. Project kicked-off)	,,,	NA
_	rectivity started (e.g. 110)cet kicked only	10%	-
2	Provide percentage of applicable State aircraft equipped #		NA
_	Tovide percentage of applicable state all craft equipped #	90%	-
ITY-SPI-MIL02	Carriage and operation of Mode S Enhanced Surveillance and ADS-B Out		
TTT STT WILCZ	avionics		by:07/06/2020
Military Authority	-	%	Not Applicable
	Activity started (e.g. Project kicked-off)	400/	NA
		10%	-
2	Provide percentage of applicable transport-type State aircraft equipped #	000/	NA
		90%	-
ITY-SPI-MIL03	Ensure the training of personnel		by:07/06/2020
Military Authority	-	%	Not Applicable
	Activity started (e.g. Project kicked-off)		NA
		10%	-
2	Training ongoing	4051	NA
_		40%	-
3	Training completed		NA
		50%	-
	1		

			I
	RNAV 1 in TMA Operations Timescales:		
NAV03.1	Initial operational capability: 01/01/2001	%	Not Applicable
11/1/03/1	Locally determined number of RNAV1 SID/STAR, where established:	/*	Not Applicable
	06/06/2030		
-	plicable because in the given environment ATS surveillance is limited due t	0	_
nountainous terra REG (By:06/2030)	in and it is not possible to provide it in the entire TMA airspace.		
Montenegro CAA		%	Not Applicable
nontenegro eaa	-	/0	-
IAV03.1-REG01	Verify the transition plan for PBN in ANS provision		by:06/06/2030
/lontenegro CAA	-	%	Not Applicable
	Activity started (e.g. Project kicked-off)		
		10%	-
2	The verification conducted	60%	
		00%	-
3	The outcome of the verification has been notified to ANSP	30%	
en in eciacos			-
SP (By:06/2030)			
MATSA	II II I I I I I I I I I I I I I I I I	%	Not Applicable
	olicable because in the given environment ATS surveillance is ntainous terrain and it is not possible to provide it in the entire		_
MA airspace.	intaillous terrain and it is not possible to provide it in the entire		_
IAV03.1-ASP01	Develop an airspace concept based on RNAV 1 arrival and departure		
7,1000,127,101,101	procedures		by:06/06/2030
MATSA	-	%	Not Applicable
1	Activity started (e.g. Project kicked-off)	100/	NA
		10%	-
2	Airspace concept drafted	30%	NA
		3070	-
3	Airspace concept validated	35%	NA
	Alarra and an annual d		-
4	Airspace concept approved	25%	NA NA
NAV03.1-ASP02	Provide appropriate terrestrial navigation infrastructure to support RNAV		-
MAVU3.1-A3FU2	1 operations		by:06/06/2030
MATSA	-	%	Not Applicable
	Project/task for deploying appropriate terrestrial navigation infrastructure		NA
	to support RNAV operation has kicked off	10%	-
2	Appropriate infrastructure is procured	30%	NA
		5078	-
3	Appropriate infrastructure is installed	35%	NA
			-
4	Appropriate infrastructure is tested, validated & available for operational	25%	NA
IAV/02 1 ACD02	USE Train air traffic controllers in PNAV 1 procedures		hv:06/06/2020
MATSA	Train air traffic controllers in RNAV 1 procedures	%	by:06/06/2030 Not Applicable
	Activity started (e.g. Project kicked-off)	/0	NA NA
1	receivery started (e.g. 1 roject kicked only	10%	-
2	aining of ATCOs in RNAV procedures is ongoing		NA
-	5 p	40%	-
3	Training of ATCOs in RNAV procedures is completed	F00/	NA
	·	50%	-

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%	

	RNP 1 in TMA Operations		
	Timescales:		
NAV03.2	Start: 07/08/2018	50%	Ongoing
	Locally determined number of RNP1 SID/STAR, where established.:		
	06/06/2030		
Links to DP Families capabilities)	s: 1.2.3 - RNP 1 Operations in high density TMAs (ground capabilities), 1.2.4 -	RNP 1 op	erations (aircraft
	J) 2018/1048 has not yet been transposed into national legal system. Mont	tenegro	
<u>-</u>	rocedures in accordance with the published State PBN Implementation Pla re is no operational justification to implement RF.	n. For	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 int	o nationa	l legal system. It is
	planned for transposition with other regulations of amended Annex I of the	ECAA Agr	eement.
	Montenegro introduced RNP1 procedures in accordance with State PBN Imp	olementa	tion Plan which
	contains elements of Airspace Concept regarding RNP procedures.		
1	Activity started (e.g. Project kicked-off)	10%	N
		1070	31/12/2021
2	The verification conducted	60%	N
		0070	31/12/2022
3	3 The outcome of the verification has been notified to ANSP		N
		30%	31/12/2022
ASP (By:06/2030)			
SMATSA		67%	Ongoing
1	mented RNP1 SID/STARs with vertical paths defined by the		
_	orica and Tivat airports in accordance with PBN Manual and		30/12/2020
State PBN Impleme		ı	
NAV03.2-ASP01	Develop an airspace concept based on designated RNP 1 arrival and		by:06/06/2030
	departure procedures with Radius to Fix (RF)		
SMATSA	-	%	Not Applicable
Comment:	: Airspace Concept was not developed. This objective was implemented within framework of Stat		
	Implementation Plan which contains elements of Airspace Concept regarding	ig RNP pro	ocedures. For the
	time being there is no operational justification to implement RF.	1	NI A
1	Activity started (e.g. Project kicked-off)	10%	NA
2	Aircnasa cancant draftad		-
	Airspace concept drafted	30%	NA
2	Airspace concept validated		- NA
3	Airspace concept validated	35%	INA
4	Aircnasa cancant annroyad		- NA
4	Airspace concept approved	25%	INA
NAV03.2-ASP02	Where necessary, provide appropriate navigation infrastructure to support		-
NAV03.2-A3F02	RNP 1 operations including the infrastructure required for GNSS reversion		by:06/06/2030
SMATSA	Podgorica TMA/APP	%	Not Applicable
	As ICAO standards recognise only GNSS as appropriate navaid for RNP 1 ope		
Comment.	existing conventional procedures and radar vectoring will be used as a fall-b		_
1	Project/task for deploying appropriate terrestrial navigation infrastructure	Jack Soluti	NA
	to support RNP 1 operations including the infrastructure required for GNSS	10%	INO.
	reversion has kicked off	10/0	-
2	Appropriate infrastructure is procured		NA
	, pp. 1911	30%	-
	I .		L

3	Appropriate infrastructure is installed	35%	NA -
4	4 Appropriate infrastructure is tested, validated & available for operational		NA
NAV(02 2 ACD02	use 25%		-
NAV03.2-ASP03	Train air traffic controllers in RNP1 with Radius to Fix (RF) procedures	1000/	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		by:06/06/2030
	instrument RWY		·
SMATSA	Podgorica TMA/APP / Tivat TMA	%	Not Applicable
Comment:	SMATSA has already implemented RNP1 SIDs and STARs with vertical paths		•
	Podgorica and Tivat airports. For the time being there is no operational just	ification t	o 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 NA
4			- NIA
4	RNP1 arrival and departure procedures with radius to Fix (RF) are	25%	NA
	published in national AIP and in operational use		-
NAV03.2-ASP05	Develop a local safety assessment		by:06/06/2030
SMATSA	•	100%	Completed
Comment:	Sagety assessments were developed for implemented RNP1 SIDs and STARs airports.	at Podgo	rica and Tivat
1	Activity started (e.g. Project kicked-off)		Υ
_	Total tea (e.g. 1 10) est Monea on 1	10%	12/03/2015
2	Local safety assessment has been drafted		Υ
	Local safety assessment has been drafted	30%	23/07/2016
2	Local safety assessment has been submitted to the NSA		23/07/2010 V
3	Local Safety assessment has been submitted to the NSA	60%	28/02/2017
NAV03.2-ASP06	Establish the transition plan for PBN in ANS provision		by:06/06/2030
SMATSA		0%	Planned
	Activity started (e.g. Project kicked-off)	10%	N
			26/03/2020
2	Document drafted	30%	N 30/06/2020
2	Document approved/released		N
3	Document approved/released	60%	30/12/2020
NAVO2 2 ACDO7	Insulance at all DND1 CID and CTAD with redive to Fix (DF) year instrument		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 and Tivat airports. For the time being there is no operational justification to		_
1	Project/task for implementing RNP1 arrival and departure procedures with		NA
	radius to Fix (RF) has kicked off	10%	-
7	RNP1 arrival and departure procedures with radius to Fix (RF)are		NA
	developed	30%	- 100
3	RNP1 arrival and departure procedures with radius to Fix (RF) are tested &	2701	NA
	validated	35%	-
	I .		+
4		25%	NA

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

	RNP Approach Procedures to instrument RWY					
	Timescales:					
NAV10	Initial operational capability: 01/06/2011	F00/	Ongoing			
NAVIU	Instrument RWY ends served by precision approach (including PCP	59%	Ongoing			
	airports): 25/01/2024					
	Instrument RWY ends without precision approach at other ECAC+					
Links to DD Familia	instrument RWYs.: 25/01/2024	- C				
	s: 1.2.1 - RNP Approaches with vertical guidance, 1.2.2 - Geographic database	e for proc				
	to implement this objective.		31/12/2022			
REG (By:01/2024)						
Montenegro CAA		50%	Ongoing			
	nd EASA AMC 20-28 have been transposed into national					
	Commission Implementing Regulation (EU) 2018/1048 is not		31/12/2022			
transposed into nat		1				
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%	Υ			
		10,0	-			
2	Regulatory material drafted	30%	Υ			
		3070	-			
3	Regulatory material approved and published	60%	Υ			
			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:	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 Agr				
1	Activity started (e.g. Project kicked-off)					
	Activity started (e.g. 1 roject kicked on)	10%	N			
		10%	N 31/12/2021			
2	The verification conducted		31/12/2021 N			
	The verification conducted	10% 60%	31/12/2021			
		60%	31/12/2021 N 31/12/2022 N			
3	The verification conducted		31/12/2021 N 31/12/2022			
	The verification conducted	60%	31/12/2021 N 31/12/2022 N			
3 ASP (By:01/2024) SMATSA	The verification conducted The outcome of the verification has been notified to ANSP	60%	31/12/2021 N 31/12/2022 N			
ASP (By:01/2024) SMATSA SMATSA has impler	The verification conducted The outcome of the verification has been notified to ANSP mented RNP APCH procedure to LNAV minimum to RWY 36 at	60%	31/12/2021 N 31/12/2022 N 31/12/2022 Ongoing			
3 ASP (By:01/2024) SMATSA SMATSA has impler Podgorica airport. I	The verification conducted The outcome of the verification has been notified to ANSP mented RNP APCH procedure to LNAV minimum to RWY 36 at mplementation of RNP APCH procedures to LNAV/VNAV and	60%	31/12/2021 N 31/12/2022 N 31/12/2022			
ASP (By:01/2024) SMATSA SMATSA has impler Podgorica airport. I LPV minima to RWY	The verification conducted The outcome of the verification has been notified to ANSP mented RNP APCH procedure to LNAV minimum to RWY 36 at mplementation of RNP APCH procedures to LNAV/VNAV and (36 at Podgorica airport is planned for the beginning of 2020.	60%	31/12/2021 N 31/12/2022 N 31/12/2022 Ongoing			
3 ASP (By:01/2024) SMATSA SMATSA has impler Podgorica airport. I	The verification conducted The outcome of the verification has been notified to ANSP mented RNP APCH procedure to LNAV minimum to RWY 36 at mplementation of RNP APCH procedures to LNAV/VNAV and 36 at Podgorica airport is planned for the beginning of 2020. Design and Publish RNP approach procedures to LNAV, LNAV/VNAV and	60%	31/12/2021 N 31/12/2022 N 31/12/2022 Ongoing 30/12/2020			
ASP (By:01/2024) SMATSA SMATSA has impler Podgorica airport. I LPV minima to RWY NAV10-ASP01	The verification conducted The outcome of the verification has been notified to ANSP mented RNP APCH procedure to LNAV minimum to RWY 36 at mplementation of RNP APCH procedures to LNAV/VNAV and 36 at Podgorica airport is planned for the beginning of 2020. Design and Publish RNP approach procedures to LNAV, LNAV/VNAV and LPV minima to RWYs served by precision approach	60%	31/12/2021 N 31/12/2022 N 31/12/2022 Ongoing 30/12/2020 by:25/01/2024			
ASP (By:01/2024) SMATSA SMATSA has impler Podgorica airport. I LPV minima to RWY NAV10-ASP01 SMATSA	The verification conducted The outcome of the verification has been notified to ANSP mented RNP APCH procedure to LNAV minimum to RWY 36 at mplementation of RNP APCH procedures to LNAV/VNAV and 736 at Podgorica airport is planned for the beginning of 2020. Design and Publish RNP approach procedures to LNAV, LNAV/VNAV and LPV minima to RWYs served by precision approach Podgorica TMA/APP	60% 30% 63%	31/12/2021 N 31/12/2022 N 31/12/2022 Ongoing 30/12/2020 by:25/01/2024 Ongoing			
ASP (By:01/2024) SMATSA SMATSA has impler Podgorica airport. I LPV minima to RWY NAV10-ASP01 SMATSA	The verification conducted The outcome of the verification has been notified to ANSP mented RNP APCH procedure to LNAV minimum to RWY 36 at mplementation of RNP APCH procedures to LNAV/VNAV and 36 at Podgorica airport is planned for the beginning of 2020. Design and Publish RNP approach procedures to LNAV, LNAV/VNAV and LPV minima to RWYs served by precision approach Podgorica TMA/APP SMATSA has implemented RNP APCH procedure to LNAV minimum to RWY	60% 30% 63% 75% 36 at Pod	31/12/2021 N 31/12/2022 N 31/12/2022 Ongoing 30/12/2020 by:25/01/2024 Ongoing gorica airport.			
ASP (By:01/2024) SMATSA SMATSA has impler Podgorica airport. I LPV minima to RWY NAV10-ASP01 SMATSA	The verification conducted The outcome of the verification has been notified to ANSP mented RNP APCH procedure to LNAV minimum to RWY 36 at implementation of RNP APCH procedures to LNAV/VNAV and 36 at Podgorica airport is planned for the beginning of 2020. Design and Publish RNP approach procedures to LNAV, LNAV/VNAV and LPV minima to RWYs served by precision approach Podgorica TMA/APP SMATSA has implemented RNP APCH procedure to LNAV minimum to RWY Implementation of RNP APCH procedures to LNAV/VNAV and LPV minima to RWY Implementation of RNP APCH procedures to LNAV/VNAV and LPV minima to RWY Implementation of RNP APCH procedures to LNAV/VNAV and LPV minima to RWY Implementation of RNP APCH procedures to LNAV/VNAV and LPV minima to RWY Implementation of RNP APCH procedures to LNAV/VNAV and LPV minima to RWY Implementation of RNP APCH procedures to LNAV/VNAV and LPV minima to RWY Implementation of RNP APCH procedures to LNAV/VNAV and LPV minima to RWY Implementation of RNP APCH procedures to LNAV/VNAV and LPV minima to RWY Implementation of RNP APCH procedures to LNAV/VNAV and LPV minima to RWY Implementation of RNP APCH procedures to LNAV/VNAV and LPV minima to RWY Implementation of RNP APCH procedures to LNAV/VNAV and LPV minima to RWY Implementation of RNP APCH procedures to LNAV/VNAV and LPV minima to RWY Implementation of RNP APCH procedures to LNAV/VNAV and LPV minima to RWY Implementation of RNP APCH procedures to LNAV/VNAV and LPV minima to RWY Implementation of RNP APCH procedures to LNAV/VNAV and LPV minima to RWY Implementation of RNP APCH procedures to LNAV/VNAV and LPV minima to RWY Implementation of RNP APCH procedures to LNAV/VNAV and LPV minima to RWY Implementation of RNP APCH procedures to LNAV/VNAV and LPV minima to RWY Implementation of RNP APCH procedures to LNAV/VNAV and LPV minima to RWY Implementation of RNP APCH procedures to LNAV/VNAV and LPV minima to RWY Implementation of RNP APCH procedures to LNAV/VNAV and LPV minima to RWY Implementation to RWY Implementation to RWY Implementa	60% 30% 63% 75% 36 at Pod	31/12/2021 N 31/12/2022 N 31/12/2022 Ongoing 30/12/2020 by:25/01/2024 Ongoing gorica airport.			
ASP (By:01/2024) SMATSA SMATSA has impler Podgorica airport. I LPV minima to RWV NAV10-ASP01 SMATSA Comment:	The verification conducted The outcome of the verification has been notified to ANSP mented RNP APCH procedure to LNAV minimum to RWY 36 at mplementation of RNP APCH procedures to LNAV/VNAV and 36 at Podgorica airport is planned for the beginning of 2020. Design and Publish RNP approach procedures to LNAV, LNAV/VNAV and LPV minima to RWYs served by precision approach Podgorica TMA/APP SMATSA has implemented RNP APCH procedure to LNAV minimum to RWY Implementation of RNP APCH procedures to LNAV/VNAV and LPV minima to is planned for the beginning of 2020.	60% 30% 63% 75% 36 at Pod	31/12/2021 N 31/12/2022 N 31/12/2022 Ongoing 30/12/2020 by:25/01/2024 Ongoing gorica airport. at Podgorica airport			
ASP (By:01/2024) SMATSA SMATSA has impler Podgorica airport. I LPV minima to RWV NAV10-ASP01 SMATSA Comment:	The verification conducted The outcome of the verification has been notified to ANSP mented RNP APCH procedure to LNAV minimum to RWY 36 at implementation of RNP APCH procedures to LNAV/VNAV and 36 at Podgorica airport is planned for the beginning of 2020. Design and Publish RNP approach procedures to LNAV, LNAV/VNAV and LPV minima to RWYs served by precision approach Podgorica TMA/APP SMATSA has implemented RNP APCH procedure to LNAV minimum to RWY Implementation of RNP APCH procedures to LNAV/VNAV and LPV minima to is planned for the beginning of 2020. Project/task for developing LNAV, LNAV/VNAV and LPV minima has kicked	60% 30% 63% 75% 36 at Pode on RWY 36	31/12/2021 N 31/12/2022 N 31/12/2022 Ongoing 30/12/2020 by:25/01/2024 Ongoing gorica airport. at Podgorica airport			
ASP (By:01/2024) SMATSA SMATSA has impler Podgorica airport. I LPV minima to RWY NAV10-ASP01 SMATSA Comment:	The verification conducted The outcome of the verification has been notified to ANSP mented RNP APCH procedure to LNAV minimum to RWY 36 at implementation of RNP APCH procedures to LNAV/VNAV and 36 at Podgorica airport is planned for the beginning of 2020. Design and Publish RNP approach procedures to LNAV, LNAV/VNAV and LPV minima to RWYs served by precision approach Podgorica TMA/APP SMATSA has implemented RNP APCH procedure to LNAV minimum to RWY Implementation of RNP APCH procedures to LNAV/VNAV and LPV minima to is planned for the beginning of 2020. Project/task for developing LNAV, LNAV/VNAV and LPV minima has kicked off	60% 30% 63% 75% 36 at Pod	31/12/2021 N 31/12/2022 N 31/12/2022 Ongoing 30/12/2020 by:25/01/2024 Ongoing gorica airport. at Podgorica airport Y 10/12/2017			
ASP (By:01/2024) SMATSA SMATSA has impler Podgorica airport. I LPV minima to RWY NAV10-ASP01 SMATSA Comment:	The verification conducted The outcome of the verification has been notified to ANSP mented RNP APCH procedure to LNAV minimum to RWY 36 at mplementation of RNP APCH procedures to LNAV/VNAV and 36 at Podgorica airport is planned for the beginning of 2020. Design and Publish RNP approach procedures to LNAV, LNAV/VNAV and LPV minima to RWYs served by precision approach Podgorica TMA/APP SMATSA has implemented RNP APCH procedure to LNAV minimum to RWY Implementation of RNP APCH procedures to LNAV/VNAV and LPV minima to is planned for the beginning of 2020. Project/task for developing LNAV, LNAV/VNAV and LPV minima has kicked off Procedures to LNAV, LNAV/VNAV and LPV minima are developed for all	60% 30% 63% 63% 75% 36 at Pod o RWY 36 10%	31/12/2021 N 31/12/2022 N 31/12/2022 Ongoing 30/12/2020 by:25/01/2024 Ongoing gorica airport. at Podgorica airport Y 10/12/2017 Y			
ASP (By:01/2024) SMATSA SMATSA has impler Podgorica airport. I LPV minima to RWV NAV10-ASP01 SMATSA Comment:	The verification conducted The outcome of the verification has been notified to ANSP mented RNP APCH procedure to LNAV minimum to RWY 36 at implementation of RNP APCH procedures to LNAV/VNAV and 736 at Podgorica airport is planned for the beginning of 2020. Design and Publish RNP approach procedures to LNAV, LNAV/VNAV and LPV minima to RWYs served by precision approach Podgorica TMA/APP SMATSA has implemented RNP APCH procedure to LNAV minimum to RWY Implementation of RNP APCH procedures to LNAV/VNAV and LPV minima to is planned for the beginning of 2020. Project/task for developing LNAV, LNAV/VNAV and LPV minima has kicked off Procedures to LNAV, LNAV/VNAV and LPV minima are developed for all applicable airports/runway ends	60% 30% 63% 75% 36 at Pode on RWY 36	31/12/2021 N 31/12/2022 N 31/12/2022 Ongoing 30/12/2020 by:25/01/2024 Ongoing gorica airport. at Podgorica airport Y 10/12/2017			
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ASP (By:01/2024) SMATSA SMATSA has impler Podgorica airport. I LPV minima to RWY NAV10-ASP01 SMATSA Comment: 1 2	The verification conducted The outcome of the verification has been notified to ANSP mented RNP APCH procedure to LNAV minimum to RWY 36 at implementation of RNP APCH procedures to LNAV/VNAV and 36 at Podgorica airport is planned for the beginning of 2020. Design and Publish RNP approach procedures to LNAV, LNAV/VNAV and LPV minima to RWYs served by precision approach Podgorica TMA/APP SMATSA has implemented RNP APCH procedure to LNAV minimum to RWY implementation of RNP APCH procedures to LNAV/VNAV and LPV minima to is planned for the beginning of 2020. Project/task for developing LNAV, LNAV/VNAV and LPV minima has kicked off Procedures to LNAV, LNAV/VNAV and LPV minima are developed for all applicable airports/runway ends Procedures to LNAV, LNAV/VNAV and LPV minima are tested & validated for all applicable airports/runway ends	60% 30% 63% 63% 75% 36 at Pod o RWY 36 10%	31/12/2021 N 31/12/2022 N 31/12/2022 Ongoing 30/12/2020 by:25/01/2024 Ongoing gorica airport. at Podgorica airport Y 10/12/2017 Y 07/02/2019			
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ASP (By:01/2024) SMATSA SMATSA has impler Podgorica airport. I LPV minima to RWY NAV10-ASP01 SMATSA Comment: 1 2	The verification conducted The outcome of the verification has been notified to ANSP mented RNP APCH procedure to LNAV minimum to RWY 36 at implementation of RNP APCH procedures to LNAV/VNAV and 36 at Podgorica airport is planned for the beginning of 2020. Design and Publish RNP approach procedures to LNAV, LNAV/VNAV and LPV minima to RWYs served by precision approach Podgorica TMA/APP SMATSA has implemented RNP APCH procedure to LNAV minimum to RWY implementation of RNP APCH procedures to LNAV/VNAV and LPV minima to is planned for the beginning of 2020. Project/task for developing LNAV, LNAV/VNAV and LPV minima has kicked off Procedures to LNAV, LNAV/VNAV and LPV minima are developed for all applicable airports/runway ends Procedures to LNAV, LNAV/VNAV and LPV minima are tested & validated for all applicable airports/runway ends	60% 30% 63% 75% 36 at Pode on RWY 36 10% 30%	31/12/2021 N 31/12/2022 N 31/12/2022 Ongoing 30/12/2020 by:25/01/2024 Ongoing gorica airport. at Podgorica airport Y 10/12/2017 Y 07/02/2019 Y 25/11/2019			

NAV10-ASP03	Develop National safety case for RNP approach down to LNAV/VNAV and		by:25/01/2024
	LPV minima		
SMATSA	Podgorica TMA/APP	100%	Completed
1	Activity started (e.g. Project kicked-off)	10%	Υ
			20/03/2015
2	National safety case for operations to LNAV, LNAV/VNAV and LPV minima	30%	Y
	has been drafted		23/07/2015
3	National safety case for operations to LNAV, LNAV/VNAV and LPV minima	60%	Y
	has been approved by NSA	15/01/2020	
	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		by:25/01/2024
	Annex 15 requirements and Article 14 of Regulation (EU) No 73/2010		,
SMATSA	Podgorica TMA/APP	40%	Ongoing
	All coordinates data published in AIPs are in WGS-84 but not in the full acco	rdance w	ith 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
		0070	12/09/2019
3	WGS-84 co-ordinates data have been published in AIP for all applicable	60%	N
	airports		26/03/2020
	Applies to RNP APCH down to LNAV/VNAV and LPV minima (LNAV minimum	n already i	implemented).
NAV10-ASP05	Design and Publish RNP approach procedures to LNAV, LNAV/VNAV and		by:25/01/2024
	LPV minima to RWYs without precision approach		· ·
SMATSA	Podgorica TMA/APP / Tivat Airport	%	Not Applicable
Comment:	ent: Implementation of standard RNP APCH procedures to LNAV, LNAV/VNAV and LPV minima to precision RWYs at Podgorica (RWY 18) and Tivat (RWY 14/32) airports is not possible due to 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	30%	N
	applicable airports/runway ends	30%	-
3	Procedures to LNAV, LNAV/VNAV and LPV minima are tested & validated	35%	N
	for all applicable airports/runway ends	33/0	-
4	Procedures to LNAV, LNAV/VNAV and LPV minima are published in	25%	N
	national AIP for all applicable airports/runway ends	23/0	-
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 Implementation of standard RNP APCH procedures to LNAV minima to RWY 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	2221	Υ
	airports/runway ends	30%	-
3	Procedures to LNAV minima are tested & validated for all applicable		Υ
	airports/runway ends	35%	-
4	Procedures to LNAV minima are published in national AIP for all applicable		Υ
•	airports/runway ends	25%	-
NAV10-ASP07	Establish the transition plan for PBN in ANS provision		by:25/01/2024
SMATSA	-	0%	Planned
	Activity started (e.g. Project kicked-off)		N
_	Tourier started (e.g. 1 roject Moned only	10%	26/03/2020
า	Document drafted		20/03/2020 N
2		30%	30/06/2020
			30/00/2020

3	3 Document approved/released		N
			30/12/2020
NAV10-ASP08	At PCP airport, Design and Publish RNP approach procedures to LNAV,		by:-
SMATSA	LNAV/VNAV and LPV minima to RWYs without precision approach	%	Not Applicable
	No airports in Montenegro are listed in section 1.2.1 of the Annex of the PC		
	·	Regulati	OII.
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 PC	P Regulation.	
1	Project/task for developing procedures to LNAV minima has kicked off	4.00/	N
		10%	-
2	Procedures to LNAV minima are developed for all applicable	200/	N
	airports/runway ends	30%	-
3	Procedures to LNAV minima are tested & validated for all applicable	250/	N
	airports/runway ends	35%	-
4	Procedures to LNAV minima are published in national AIP for all applicable	250/	N
	airports/runway ends	25%	-

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 estal IFR rotorcraft ope	plished ATS routes, SID or STAR for rotorcraft operations due to lack of demi	and for	-
REG (By:06/2030)	adions.		
REG (By.00/2030)			
-			
	Le re al		1 05/05/2000
NAV12-REG01	Verify the transition plan for PBN in ANS provision	0.4	by:06/06/2030
-	The second of the block of ATC was to a CID on CTAD for material for the second of the	%	Not Applicable
	: There were no established ATS routes, SID or STAR for rotorcraft operations L Activity started (e.g. Project kicked-off)	•	NA
_	Activity started (e.g. Project kicked-off)	10%	INA
	2 The verification conducted		NA
	The vernication conducted	60%	INA
	The outcome of the verification has been notified to ANSP		NA NA
_	The outcome of the verification has been notified to Ansi	30%	-
ASP (By:06/2030)			
SMATSA		%	Not Applicable
-	ablished ATS routes, SID or STAR for rotorcraft operations.	70	-
NAV12-ASP01	Implement low-level IFR routes (LLR) for rotorcraft operations		by:06/06/2030
SMATSA	L This in the control of the control	%	Not Applicable
	Project/task for implementing LLR procedures for rotorcraft has kicked off	/0	NA NA
-	roject/task for implementing LLN procedures for rotorcialt has kicked on	10%	- IVA
	LLR procedures for rotorcraft are developed		NA NA
_	LEIN procedures for rotorcially are developed	30%	-
3	LLR procedures for rotorcraft are tested & validated		NA
		35%	-
	LLR procedures for rotorcraft are published in national AIP and in		NA
	operational use	25%	-
NAV12-ASP02	Train air traffic controllers procedures supporting low-level IFR routes		1 05/05/2020
	(LLR) in TMA and other routes for rotorcraft operations		by:06/06/2030
SMATSA	-	%	Not Applicable
1	Activity started (e.g. Project kicked-off)	100/	NA
		10%	-
2	2 Training ongoing	40%	NA
		4070	-
3	Training completed	50%	NA
		3070	-
NAV12-ASP03	Develop a local safety assessment for the implementation of low-level IFR		by:06/06/2030
	routes (LLR) in TMA and other ATS routes for rotorcraft operations		
SMATSA	<u> </u>	%	Not Applicable
1	Activity started (e.g. Project kicked-off)	10%	NA
	Downsont durfted		-
2	2 Document drafted	30%	NA
	Desument approved /released	3070	- N/A
3	B Document approved/released	60%	NA NA
NAV12-ASP04	Implement Potercraft ATS routes above 51.150		hv:06/06/2020
SMATSA	Implement Rotorcraft ATS routes above FL150	%	by:06/06/2030 Not Applicable
	Project/task for ATS routes for rotorcraft has kicked off	70	NOT Applicable NA
]	i i rojecy task for A13 routes for rotorcialt has kicked off	10%	INA -
i .			

			_
	3 ATS routes for rotorcraft are tested & validated		NA
	5 This routes for rotordate are tested a variable	35%	-
	4 ATS routes for rotorcraft are published in national AIP and in operational		NA
	use	25%	-
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		NA
		10%	-
	2 ATS routes for rotorcraft are developed	2001	NA
	·	30%	-
	3 ATS routes for rotorcraft are tested & validated	250/	NA
		35%	-
	4 ATS routes for rotorcraft are published in national AIP and in operational	250/	NA
	use	25%	-
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		NA
		10%	-
	2 PBN SID and STAR for rotorcraft are developed		NA
	·	30%	-
	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		NA
	operational use	25%	-
NAV12-ASP07	Implement all rotorcraft RNP0.3, RNP01 or RNAV1 SID and STAR per		
14AV12 A31 07	instrument RWY		by:06/06/2030
SMATSA	-	%	Not Applicable
	1 Project/task for PBN SID and STAR for rotorcraft has kicked off		NA
		10%	-
	2 PBN SID and STAR for rotorcraft are developed	2001	NA
		30%	-
	3 PBN SID and STAR for rotorcraft are tested & validated	250/	NA
		35%	-
	4 PBN SID and STAR for rotorcraft are published in national AIP and in	250/	NA
	operational use	25%	-
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
		1070	-
	2 Document drafted	30%	NA
		3070	-
	3 Document approved/released	60%	NA
		0070	-

	Improve Runway Safety by Preventing Runway Excursions		
SAF11	<u>Timescales:</u>	100%	Completed
SAFII	Initial operational capability: 01/09/2013	100%	Completed
Links to Enablers:	PRO-006a		
Montenegro has i	mplemented this objective.		31/12/2016
REG (By:01/2018)			
Montenegro CAA		100%	Completed
The CAA has imple	emented this objective in accordance with the actions listed in		31/12/2016
State Safety Plan.			31/12/2010
SAF11-REG01	Implement the appropriate parts of the European Action Plan for the		by:31/01/2018
	Prevention of Runway Excursions		
Montenegro CAA	-	100%	Completed
-	Activity started (e.g. Project kicked-off)	10%	Υ
			30/06/2014
2	2 Documentation for the EAPPRE has been drafted, approved, released and	15%	Υ
	disseminated by the State Authorities		27/01/2015
	: The EAPPRE was transposed into national legislative system as Safety Inform	nation in 2	
:	3 Oversight activities arrangements, e.g. audit plans for the EAPPRE have	25%	Υ 21 /12 /2016
Commont	been drafted, agreed & validated by the State Authorities	abt parfor	31/12/2016
	: Implementation of EAPPRE activities is overseen through continuous oversigns of the applicable measures and oversight activities arrangements have been	gnt perior	Y
2	agreed, validated & implemented, i.e. through the appropriate reporting	50%	Ť
mechanism by the State Authorities		3070	31/12/2016
ASP (By:12/2014)	incommissing the state realismes		
SMATSA		100%	Completed
	emented the appropriate parts of the European Action Plan for	10070	
-	Runway Excursions.		31/12/2013
SAF11-ASP01	Implement the appropriate parts of the European Action Plan for the		1 24/42/2244
	Prevention of Runway Excursions		by:31/12/2014
SMATSA	-	100%	Completed
-	Activity started (e.g. Project kicked-off)	10%	Υ
		10%	-
2	The applicable measures for the Action plan, part 3.1, 3.2 and 3.3 have	30%	Υ
	been drafted by the ANSP	3070	-
3	The applicable measures for the Action plan part 3.1, 3.2 and 3.3 have	35%	Y
	been agreed & validated by the ANSP		-
4	The applicable measures have been implemented, i.e. through the	25%	Υ 24 /4 2 /204 2
CAE11 ACDC2	appropriate reporting mechanism by the ANSP		31/12/2013
SAF11-ASP02	Implement the appropriate parts of the European Action Plan for the		by:31/12/2014
	Prevention of Runway Excursions with regard to the provision of aeronautical information services		by.51/12/2014
SMATSA	-	100%	Completed
	1 Activity started (e.g. Project kicked-off)		Y
·	receively started (e.g. 110)ccc Noned only	10%	-
	The applicable measures for the Action plan, part 3.3 have been drafted by		Υ
•	the AIS Providers	30%	-
	The applicable measures for the Action plan part 3.3 have been agreed &		Υ
	validated by the AIS Providers	35%	-
	The applicable measures have been implemented, i.e. through the	2521	Υ
	appropriate reporting mechanism by the AIS Providers	25%	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		by:31/12/2014
	meteorological services for international aviation		

SMATSA	-	100%	Completed		
1	1 Activity started (e.g. Project kicked-off)		Υ		
			-		
2	The applicable measures for the Action plan, part 3.2 have been drafted	30%	Υ		
		30%	-		
3	The applicable measures for the Action plan part 3.2 have been agreed &	35%	Υ		
	validated	33/0	-		
4	The applicable measures have been implemented, i.e. through the	25%	Υ		
	appropriate reporting mechanism	23/0	31/12/2013		
APO (By:12/2014)					
Montenegro Airpoi	rts	100%	Completed		
Montenegro Airports have implemented this objective in accordance with the			31/12/2016		
actions listed in State Safety Plan.			31,12,2010		
SAF11-APO01 Implement the appropriate parts of the European Action Plan for the			by:31/12/2014		
	Prevention of Runway Excursions		by.51/12/2014		
Montenegro		100%	Completed		
Airports			completed		
1	Activity started (e.g. Project kicked-off)	10%	Υ		
		1070	30/06/2015		
2	The applicable measures for the Action plan, part 3.1, 3.2 and 3.3 have		Υ		
	been drafted by the Airport Operators		30/06/2016		
Comment:	nent: 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		Υ		
	30/06/2016				
	been agreed & validated by the Airport Operators 30/06/2016 The applicable measures are implemented in airport operating procedures.				
Comment:	The applicable measures are implemented in airport operating procedures				
	The applicable measures are implemented in airport operating procedures The applicable measures have been implemented, i.e. through the	25%	Υ		

2. Implementation Projects - Details

2.1. National Projects

Organisation(s): SMATSA (ME) 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: - Project included in DP: Name/Code in DP: - Performance contribution Safety: + Improvement of aeronautical data quality (consistency, reliability,
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: Performance Plan: Project included in DP: - Name/Code in DP: - Performance contribution
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: Project included in DP: Name/Code in DP: - Performance contribution
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: Project included in DP: Name/Code in DP: Performance contribution
ATM MP links: Other links: Project included in RP2 Performance Plan: Project included in DP: Name/Code in RP2 Performance Plan: Project included in DP: - Name/Code in DP: Performance contribution
Other links: Project included in RP2 - Name/Code in RP2 - Performance Plan: Project included in DP: - Name/Code in DP: - Performance contribution
Project included in RP2 - Name/Code in RP2 - Performance Plan: Performance Plan: Project included in DP: - Name/Code in DP: - Performance contribution
Performance Plan: Project included in DP: Performance contribution Performance contribution
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 s	tep 3 (Hard	ware upgrade, EDS, new CA	DAS 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	on			
Safety:	+	Increased safety through unfeatures e.g. EDS.	isage of new hardware components and new	
Environment:		-		
Capacity:		-		
Cost-efficiency:	+	Improved through up to date technology.		
Operational efficiency:	+	Increased through usage of	f new features.	
Security:		-		

CPDLC					
Organisation(s):	SMATSA (M	SMATSA (ME) Type of project: National			
Schedule:	By the end	of 2023.			
Status:	Planned				
Description:	Controller P	ilot Data Link Communication	ons (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 contributi	on				
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	e and Data t	ransfer over Internet Proto	col (IP) in ATM			
Organisation(s):	SMATSA (M	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	on					
Safety:	+	Better redundancy and "fa	ault-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 (N	SMATSA (ME) Type of project: National			
Schedule:	2019 - 202	2			
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 contributi	on				
Safety:	+	Improved through better availability and reliability of the NAV infrastructure.			
Environment:		-			
Capacity:		-			
Cost-efficiency:	+ Reduced operations and maintenance costs			osts	
Operational efficiency:		-			
Security:		-			

New radar station at Be	sna kobila s	site			
Organisation(s):	SMATSA (N	SMATSA (ME) Type of project: National			
Schedule:	2015-2022				
Status:	Ongoing				
Description:		station building, along with tem to be installed at the stati	•	ent of new primary + secondary	
Link and references					
ATM MP links:	L3: IT	Y-SPI			
Other links:	-				
Project included in RP2 Performance Plan:	-	Name/Code in RP2 - Performance Plan:			
Project included in DP:	-	Name/Code in DP:	-		
Performance contributi	on				
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):	SMA	SMATSA (ME) Type of project: National				
Schedule:	2018	-2020				
Status:	Ongo	oing				
Description:	Newf will b	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: CO	M10, 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 contributi	on					
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						
	CNAATCA /NA	CAATCA (AAE)				
Organisation(s):	SMATSA (M	E)		Type of project: National		
Schedule:	2020					
Status:	Planned					
Description:	SDDS syster	m implementation as a subst	titute 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 contributi	on					
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 (M	IE)	Type of project: National	
Schedule:	2020 -			
Status:	Tentative pl	lan		
Description:	Implementa	ation of the System Wide Inf	ormation Management	
Link and references				
ATM MP links:	L3: CO	M11.1, 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 contributi	on			
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 (M	SMATSA (ME) Type of project: National			
Schedule:	2018-2022				
Status:	Ongoing				
Description:	Implementa	ition 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 contributi	on				
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 IIc 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 a	and Softw	vare of FAN	/IUS TopSky-ATC Sy	stem with the	e Expansion of the System, Step 1
Organisation(s):	SMATSA	(ME)			Type of project: National
Schedule:	2018 - 2	020			
Status:	Ongoing				
Description:	Software	e and hardw	vare upgrade of Top	Sky-ATC syste	m
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 contributi	on				
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:	+	Increa	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 functionalit	y of t	of the DPS with the transition to TopSky System, step2					
Organisation(s):	SMA	SMATSA (ME)			Type of project: National		
Schedule:	202	0-2021					
Status:	Plar	nned					
Description:		Software upgrade of the TopSky-ATC system towards newest generation of the Thales ATC product.					
Link and references							
ATM MP links:		L3: FCN	и06				
Other links:		-					
Project included in RP2 Performance Plan:	-		Name/Code in RP2 Performance Plan:	-			
Project included in DP:		-	Name/Code in DP:	-			
Performance contributi	on						
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