ANNEX B

PROPOSED NEW OBJECTIVES FOR THE MASTER PLAN LEVEL 3 IMPLEMENTATION PLAN EDITION 2019

<table>
<thead>
<tr>
<th>Objective designator</th>
<th>Title</th>
<th>Scope</th>
<th>Status</th>
<th>Rationale</th>
</tr>
</thead>
<tbody>
<tr>
<td>AOP15</td>
<td>Enhanced traffic situational awareness and airport safety nets for the vehicle drivers</td>
<td>Local</td>
<td>Active</td>
<td>To improve implementation planning and monitoring of &quot;SESAR Solution #04 – Enhanced traffic situational awareness and airport SNets for the vehicle drivers&quot;. FOC date and Applicability is subject to local needs.</td>
</tr>
<tr>
<td>AOP16</td>
<td>Guidance assistance through airfield ground lighting</td>
<td>Local</td>
<td>Active</td>
<td>To improve implementation planning and monitoring of &quot;SESAR Solution #47 – Guidance Assistance through Airfield Ground Lighting&quot;. FOC date and Applicability is subject to local needs.</td>
</tr>
<tr>
<td>AOP17</td>
<td>Provision/integration of departure planning information to NMOC</td>
<td>Local</td>
<td>Active</td>
<td>To improve implementation planning and monitoring of &quot;SESAR Solution #61 – CWP Airport - Low Cost and Simple Departure Data Entry Panel&quot;. FOC date and Applicability is subject to local needs.</td>
</tr>
<tr>
<td>AOP18</td>
<td>Runway Status Lights (RWSL)</td>
<td>Local</td>
<td>Active</td>
<td>To improve implementation planning and monitoring of &quot;SESAR Solution #01 – Runway Status Lights&quot;. FOC date and Applicability is subject to local needs.</td>
</tr>
<tr>
<td>ATC19</td>
<td>Enhanced AMAN-DMAN integration</td>
<td>Local</td>
<td>Active</td>
<td>To improve implementation planning and monitoring of &quot;SESAR Solution #54 – Flow based Integration of Arrival and Departure Management&quot;. FOC date and Applicability is subject to local needs.</td>
</tr>
<tr>
<td>ATC20</td>
<td>Enhanced STCA with down-linked parameters via Mode S EHS</td>
<td>Local</td>
<td>Active</td>
<td>To improve implementation planning and monitoring of &quot;SESAR Solution #69 – Enhanced STCA with down-linked parameters&quot;. FOC date and Applicability is subject to local needs.</td>
</tr>
<tr>
<td>INF09</td>
<td>Digital Integrated Briefing</td>
<td>Local</td>
<td>Initial</td>
<td>To improve implementation planning of &quot;SESAR Solution #34 – Digital Integrated Briefing&quot;. Due to the maturity of the Solution and corresponding Specifications and standards, introduced as &quot;Initial&quot;. FOC date and Applicability is subject to local needs.</td>
</tr>
<tr>
<td>NAV11</td>
<td>Implement precision approach procedures using GBAS CAT II/III based on GPS L1</td>
<td>Local</td>
<td>Initial</td>
<td>To improve implementation planning of &quot;SESAR Solution #55 – Precision approaches using GBAS CAT II/III based on GPS L1&quot;. Due to the maturity of the Solution and corresponding Specifications and standards, introduced as &quot;Initial&quot;. FOC date and Applicability is subject to local needs.</td>
</tr>
</tbody>
</table>

PROPOSED SUBSTANTIAL CHANGES OF EXISTING OBJECTIVES FOR THE MASTER Plan LEVEL 3 IMPLEMENTATION PLAN EDITION 2019

Changes are considered as 'substantial' if they have an impact on the commitment of ATM Stakeholders. In particular, a change of Objective content / definition, status, scope, applicable area or timescale, the introduction of a new SLoA, or a change of stakeholder or finish date of an existing SLoA are considered as significant.

<table>
<thead>
<tr>
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<th>Substantial change</th>
</tr>
</thead>
<tbody>
<tr>
<td>ATC2.9</td>
<td>Short Term Conflict Alert (STCA) for TMAs</td>
<td>To improve implementation monitoring of &quot;SESAR Solution #60 – Enhanced STCA for TMA&quot;. A new SLoA ATC02.9-ASP02 was added to differentiate between &quot;standard&quot; STCA in TMA and enhanced STCA for TMA operation. This SLoA shall be considered to be deployed by the High Complexity ATS units that provide the services within TMA boundaries where the linear STCA algorithm addressed by SLoA ATC02.9-ASP01 is deemed not sufficient. There is no predefined FOC date for new SLoA ASP02, it depends on local needs of a stakeholder concerned.</td>
</tr>
<tr>
<td>Objective designator</td>
<td>Title</td>
<td>Substantial change</td>
</tr>
<tr>
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<tr>
<td>COM11.1</td>
<td>Voice over Internet Protocol (VoIP) in En-Route</td>
<td>COM11 was split in two parts to differentiate implementation planning and reporting for VoIP in En-route and Airport/Terminal Operating Environment. This was done due to different operational and business requirements and available infrastructure in between En-Route and Airport/Terminal. COM11.1 has New: 31st December 2021 (in line with SDM DP dates). COM11.2 has New FOC date 31st December 2023</td>
</tr>
<tr>
<td>COM11.2</td>
<td>Voice over Internet Protocol (VoIP) in Airport/Terminal</td>
<td></td>
</tr>
</tbody>
</table>
| NAV03.1             | RNAV 1 in TMA Operations | The change is triggered by the publication of Commission Implementing Regulation (EU) 2018/1048 of 18 July 2018 laying down airspace usage requirements and operating procedures concerning performance-based navigation (PBN IR). The change ensures compliance with the PBN IR requirements.  
  - Two distinctive applicability areas (EU and non-EU) to enable proper monitoring in LSSIP and indication of different type of obligations with respect to PBN IR.  
    - Applicability Area 1: EU states (+ Norway and Switzerland) instrument RWY ends.  
    - Applicability Area 2: Other ECAC states instrument RWY ends, except those already listed in Applicability Area 1.  
  - Multiple timescale deadlines corresponding to individual requirements found in PBN to enable, in a systemic manner, appropriate monitoring and reporting through LSSIP:  
    - One SID or STAR per instrument RWY, where established. By 25/01/2024. Applicability Area 1.  
    - All SIDs or STARs per instrument RWY, where established. By 06/06/2030. Applicability Area 1.  
    - Locally determined number of RNAV1 SID/STAR, where established. By 06/06/2030. Applicability Area 2.  
  - Introduction of SLoAs intended for ANSP and NSAs covering Transition Plan requirements  
  - The scope remains ECAC wide, i.e. implementation monitored through LSSIP in all ECAC states. |
| NAV03.2             | RNP 1 in TMA Operations | The change is triggered as for NAV03.1. The change ensures compliance with the PBN IR requirements. The objective continues to support PCP requirements.  
  - Two distinctive applicability areas (EU and non-EU) to enable proper monitoring in LSSIP and indication of different type of obligations with respect to PBN IR.  
    - Applicability Area 1: EU states (+ Norway and Switzerland) instrument RWY ends. Mandatory for TMAs listed in section 1.2.1 of the Annex of the PCP Regulation.  
    - Applicability Area 2: Other ECAC states instrument RWY ends, except those already listed in Applicability Area 1.  
  - Multiple timescale deadlines corresponding to individual requirements found in PBN to enable, in a systemic manner, appropriate monitoring and reporting through LSSIP:  
    - One SID or STAR per instrument RWY, where established. By 25/01/2024. Applicability Area 1.  
    - All SIDs or STARs per instrument RWY, where established. By 06/06/2030. Applicability Area 1.  
    - Locally determined number of RNAV1 SID/STAR, where established. By 06/06/2030. Applicability Area 2.  
  - Introduction of SLoAs intended for ANSP and NSAs covering Transition Plan requirements  
  - The scope remains ECAC wide, i.e. implementation monitored through LSSIP in all ECAC states. |
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| NAV10                | RNP Approach Procedures to instrument RWY | The change is triggered as for NAV03.1. The change ensures compliance with the PBN IR requirements. The objective continues to support PBN implementation and harmonisation strategy of the ICAO European Region and ICAO 37th Assembly resolution, and PCP requirements.  
  - Two distinctive applicability areas (EU and non-EU) to enable proper monitoring in LSSIP and indication of different type of obligations with respect to PBN IR.  
    - Applicability Area 1: EU states (+ Norway and Switzerland) instrument RWY ends, excluding RWYs at the aerodromes listed in section 1.2.1 of the Annex of the PCP Regulation.  
    - Applicability Area 2: Other ECAC instrument RWY ends (including PCP airports), not listed in Applicability Area 1.  
  - Multiple timescale deadlines corresponding to individual requirements found in PBN to enable, in a systemic manner, appropriate monitoring and reporting through LSSIP:  
    - Instrument RWY ends served by precision approach. By 25/01/2024. App Area 1+ Area 2.  
    - Instrument RWY ends without precision approach at other ECAC instrument RWYs. By 25/01/2024. App Area 2.  
  - Introduction of SLoAs intended for ANSP and NSAs covering Transition Plan requirements  
  - The scope remains ECAC wide, i.e. implementation monitored through LSSIP in all ECAC states.  
  - Extension to cover RNP NPA to LNAV minima too. Thus, title changed to “RNP Approach Procedures to instrument RWY”, and new SLoA NAV10-ASP07 was added. |
| NAV12                | ATS IFR Routes for Rotorcraft Operations | The change is triggered as for NAV03.1. The change ensures compliance of the Objective description and SLoAs with the PBN IR requirements.  
  - Two distinctive applicability areas (EU and non-EU states) to enable proper monitoring in LSSIP and indication of different type of obligations with respect to PBN IR.  
    - Applicability Area 1: EU states (+ Norway and Switzerland).  
    - Applicability Area 2: Other ECAC States, except those already listed in Applicability Area 1.  
  - Multiple timescale deadlines corresponding to individual requirements found in PBN to enable, in a systemic manner, appropriate monitoring and reporting through LSSIP:  
    - Rotorcraft RNP0.3, RNP1 or RNAV1 ATS routes above FL150, where established. By 03/12/2020. App area 1.  
    - Rotorcraft RNP0.3, RNP1 or RNAV1 ATS routes below FL150, where established. By 25/01/2024. App area 1.  
    - One rotorcraft RNP0.3, RNP01 or RNAV1 SID and STAR per instrument RWY, where established. By 25/01/2024. App area 1.  
    - All rotorcraft RNP0.3, RNP01 or RNAV1 SIDs and STARs per instrument RWY, where established. By 06/06/2030. App area 1.  
    - IFR ATS route above/below FL150, SID and STAR for Rotorcraft Operations. By 06/06/2030. App Area 2.  
  - Scope of NAV12 changed from Local to ECAC.  
  - Extension to cover all rotorcraft operations requirements (not only LLR as until now). Thus, the title changed to “ATS IFR Routes for Rotorcraft Operations”. |