30 YEARS OF ATM IMPLEMENTATION REPORTING IN EUROPE

EUROCONTROL

LSSIP 2023 - ESTONIA

LOCAL SINGLE SKY IMPLEMENTATION

Implementation Overview

Foreword

The EUROCONTROL Local Single Sky Implementation (LSSIP) is a long-standing process celebrating its 30th anniversary. Its main goal is to improve the overall streamlined planning process in aviation and in ATM, allowing aviation stakeholders to deploy the agreed set of technological and infrastructure evolutions in a timely manner and put the new functionalities into operations in an orchestrated way across Europe.

The usage of the common LSSIP+ tool to gather data from the ATM stakeholders is a very good showcase of our collective efforts, EUROCONTROL and SDM, in advancing the European ATM Network in support of our operational stakeholders, moving towards the single value chain.

The LSSIP process is continuously improving the planning and reporting accuracy and consistency. It ensures the regular monitoring of the implementation of all functionalities.

The operational stakeholders are facing the challenges of traffic growth, capacity and constantly increasing sustainability requirements. The need to maintain a process and platform for the European aviation community which provides a visibility of their plans and progress within the agreed timeline is stronger than ever. The continuous engagement in the LSSIP process shows the commitment towards a robust unified planning and monitoring process of the European ATM modernisation.

The national LSSIP documents not only provide a unified view of the plans and progress of implementation at both National and ECAC levels. They also form the core of the ICAO's Aviation System Block Upgrades (ASBUs) Implementation Monitoring Report within the ICAO EUR Region. Developed by EUROCONTROL on behalf of ICAO, it is based on the reported LSSIP data for all 55 ICAO/EUR States and informs at global level about the European progress of implementation of the Global Air Navigation Plan (GANP).

Moreover, starting this year, the EUR RASP questionnaire, a joint effort between the ICAO EUR Office and EASA, directly supported by EUROCONTROL, has been officially incorporated into the LSSIP mechanism, thereby enhancing the collaboration between our organisations.

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

Enjoy reading!

Iacopo Prissinotti
Director NM - Network Manager
EUROCONTROL

SESAR Deployment Manager Lookout

This document serves as a testament to our collective efforts in advancing the European ATM Network, and a roadmap for the challenges that lie ahead. We can truly state that this is the result of acting as one team for the modernisation of European aviation.

The SESAR Deployment Programme progress information, collected through the LSSIP+ tool, via the unified monitoring and reporting process is a cornerstone of this document and at the same time directly supports the delivery of the SESAR Deployment Programme Monitoring View 2023.

This drives the re-direction of our work at SDM to guide and support the operational stakeholders in their implementation efforts of CP1 to make sure the ATM industry is able to achieve the target goals. It gives SDM, since the first edition of the Monitoring View in 2015, the opportunity to identify implementation risks and better support stakeholders to accelerate deployment.

I would like to extend my gratitude to all European organisations involved and contributing with data in LSSIP+ tool. As it is only through stakeholders' cooperation, efforts and partnerships' spirit that we will keep pushing deployment forward within the European skies, avoiding delays in the adoption of CP1 and building an ATM industry that can overcome the challenges of the upcoming years.

The two CP1 regulatory target deadlines already surpassed, and the approaching ones, underscore the urgency of our mission to better support stakeholders to accelerate deployment. The significant progress achieved in the status of its implementation is living proof for the joint effort of ATM stakeholders throughout Europe.

Those deadlines serve as a reminder that our work is not just about meeting regulatory requirements, but about shaping the future of aviation in Europe. Every objective we complete, every milestone we achieve, brings us one step closer to that future.

As you dive into this document and SDP Monitoring View 2023, we hope it provides you with a clear understanding of our common journey so far and the path that lies ahead. We look forward to navigating these challenges together, driven by our shared commitment to a safer, more efficient, and sustainable European sky.

Mariagrazia La Piscopia
Chief Strategy and Programme
SESAR Deployment Manager

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Reference Documents	
LSSIP Documents	https://www.eurocontrol.int/service/local-single-sky-implementation-monitoring
Master Plan Level 3 – Plan Edition 2023	https://www.eurocontrol.int/publication/european-atm-master-plan-implementation-plan-level-3
Master Plan Level 3 – Report Year 2023	https://www.eurocontrol.int/publication/european-atm-master-plan-implementation-report-level-3
European ATM Portal	https://www.atmmasterplan.eu/
STATFOR Forecasts	https://www.eurocontrol.int/statfor
National AIP	https://aim.eans.ee

Approval Sheet

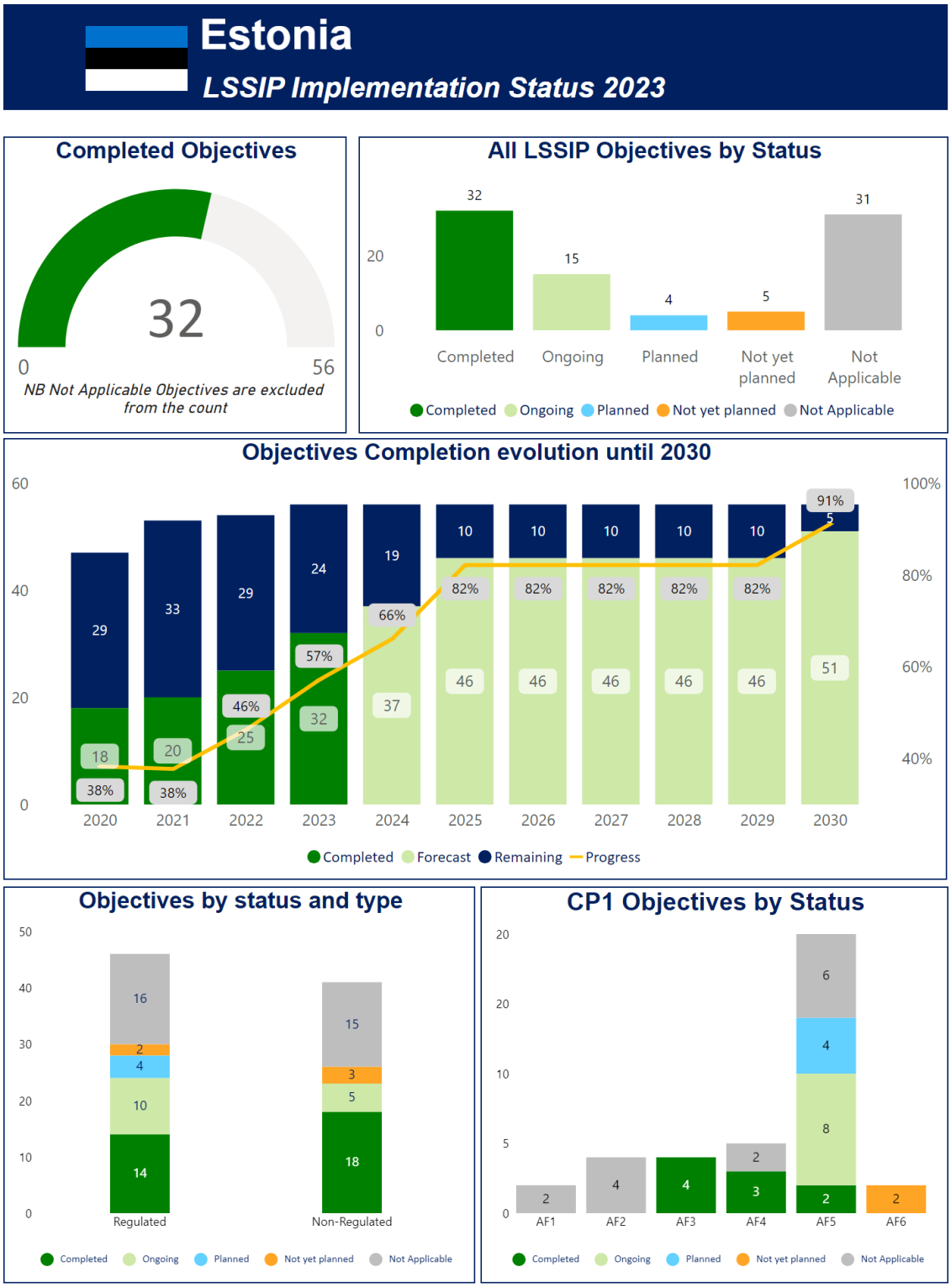
The following authorities have approved all parts of the LSSIP Year 2023 document, and the signatures confirm the correctness of the reported information and reflect the commitment to implement the actions laid down in the European ATM Master Plan Level 3 (Implementation View) – Edition 2023.

Stakeholder / Organisation	Name	Position	Signature and date
Estonian Transport Administration	Üllar Salumäe	Director of Aviation Division	Üllar Salumäe Üllar Salumäe (Apr 11, 2024 10:53 GMT+3)
Estonian Air Navigation Services	Ivar Värk	Chairman of Management Board and CEO	 Ivar Värk, CEO EANS (Apr 11, 2024 13:08 GMT+3)
Estonian Air Force	Toomas Susi	Active Commander of the Estonian Air Force Brigadier General	Toomas Susi Toomas Susi (Apr 11, 2024 14:29 GMT+3)
AS Tallinna Lennujaam	Riivo Tuvike	Chairman of Management Board	Riivo Tuvike Riivo Tuvike (Apr 15, 2024 16:31 GMT+3)
Estonian Environment Agency	Taimar Ala	Director General	Taimar Ala Taimar Ala (Apr 15, 2024 16:44 GMT+3)

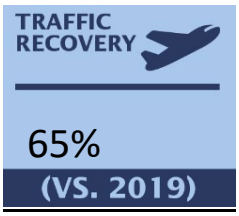
Table of Contents

Executive Summary

High Level Stats dashboard

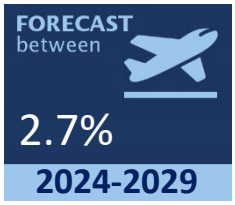


Traffic and Capacity



Level of traffic compared to 2019.

Summer En-Route Delay Tallinn ACC



Forecast between 2024-2029

Implementation Summary

Summary of the implementation of the objectives

The introduction of a new Voice Communication System was a major project, which was finalised by the first half of 2023 and contributed to the completion of Objectives COM11.1 and COM11.2.

The Objective FCM04.2 Enhanced Short Term ATFCM Measures was fully completed.

All the SWIM related Objectives are planned or ongoing, but there are foreseen delays in implementation due to complex ATM systems. Nevertheless, in 2023 several AIS activities were carried out, which contribute to the implementation of digital NOTAM Service. EANS is also participating in project ACADIA (Acceleration of Aeronautical Digital Information Availability) to ensure accordance.

ITY-ACID Aircraft Identification is still ongoing with an implementation date later than the FOC date due to a delay of neighbouring ANSP-s implementation plans.

The local Objective AOP14.1 Remote Tower Services first stage was fully implemented and is envisaged to be completed for the next aerodrome (EEKE) by 2024.

Other 2023 developments:

- Installation of new meteorological systems at EEKA, EEKE, EETN and EETU AD is finished. Certification process is ongoing.
- Implementation of CAT II at Tallinn Airport is ongoing.
- Changes in governmental system. Estonian Transport Administration and Environment Agency moved into area of Ministry of Climate.

Implementing progress of AOM13.1, INF07 has gone very slowly due to constant lack of human resources in Estonian Transport Administration.

Introduction

The Local Single Sky ImPlementation (LSSIP) documents, as an integral part of the Master Plan (MP) Level 3 (L3)/LSSIP mechanism, constitute a short/medium term implementation plan containing ECAC+ States' actions to achieve the Implementation Objectives as set out by the MP Level 3 and to improve the performance of their national ATM System. This LSSIP document describes the situation in the State at the end of December 2023, together with plans for the next years.

Chapter 1 provides an overview of the national ATM scope within the State, which is relevant for the implementation activities, as well as an overview of the planning activities by providing different charts on the progress reported by the different stakeholders.

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

Chapter 3 provides an overview of the ATM institutional arrangements within the State.

Chapter 4 provides the main Implementation Projects which contribute directly to the implementation of the MP Operational Improvements and/or Enablers and Implementation Objectives. The LSSIP document covers a high-level list of the projects showing the applicable links. All other details like description, timescale, progress made and expected contribution to the ATM Key Performance Areas provided by the State per each project are available in the LSSIP DB (extraction can be asked to LSSIP FP or LSSIP CP).

Chapter 5 deals with other cooperation activities beyond Implementation Projects. It provides an overview of the FAB cooperation, as well as all other multinational initiatives, which are out of the FAB scope. The content of this chapter generally is developed and agreed in close cooperation between the States concerned.

Chapter 6 provides the high-level information on progress and plans of each Implementation Objective. The information for each Implementation Objective is presented in boxes giving a summary of the progress and plans of implementation for each Stakeholder. The conventions used are presented at the beginning of the section.

The information contained in Chapter 6 – Implementation Objectives Progress is deemed sufficient to satisfy State reporting requirements towards ICAO in relation to ASBU (Aviation System Block Upgrades) monitoring.

1 National Implementation View

1.1 National ATM Scope

International Membership

Estonia is a member of the following international organisations in the field of ATM:

Organisation	Since	Organisation	Since
EUROCONTROL	2015	EUROPEAN UNION	2004
ECAC CEAC	1995	EASA	2004
ICAO OACI ИКАО	1992	NATO OTAN	2004
EUROPEAN DEFENCE AGENCY	2004	ITU	1992
WORLD METEOROLOGICAL ORGANIZATION	1992		

Estonia is part of:
The North European Functional Airspace Block (NEFAB).

In 2023 the GDP decreased by 3,5%, the forecast for 2024 is about 0,4% of deficiency.
Main airport covered by LSSIP: EETN AD.

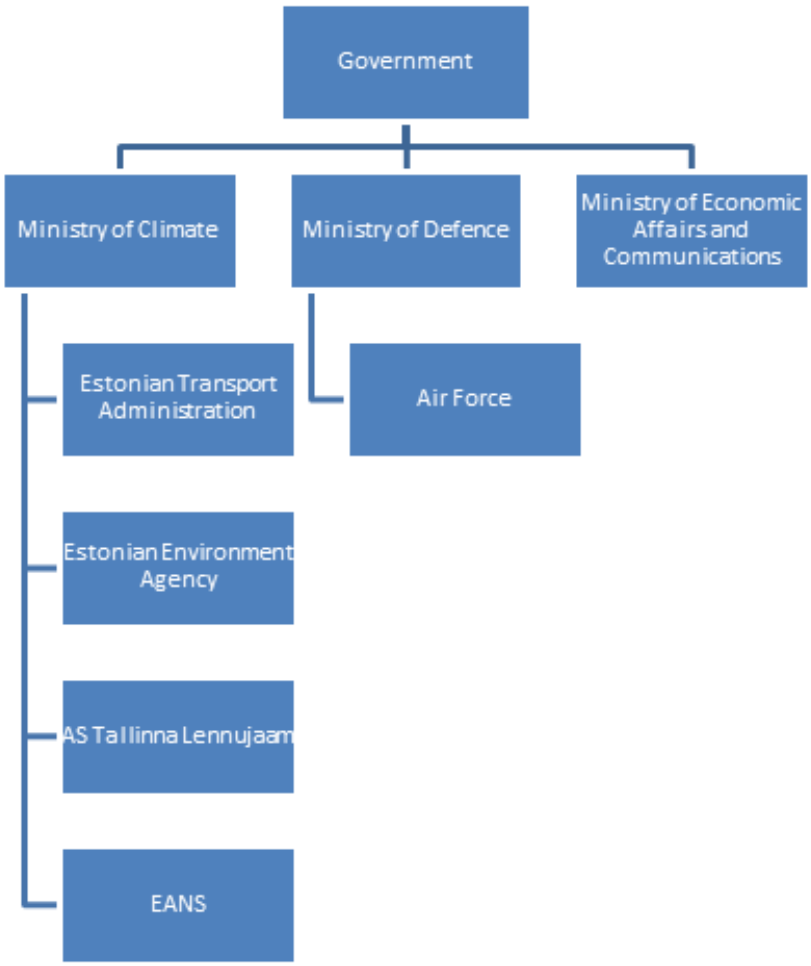
Number of national projects: 4
Number of FAB projects: NIL
Number of multinational projects: 3

Main National Stakeholders

The main National Stakeholders involved in ATM in Estonia are the following:

- Ministry of Climate;
- Ministry of Economic Affairs and Communications;
- Ministry of Defence;
- Estonian Transport Administration;
- Estonian Air Navigation Services (EANS);
- Estonian Environment Agency;
- Estonian Defence Forces Air Force;
- AS Tallinna Lennujaam.

Their activities are detailed in the following subchapters and their relationships are shown in the diagram below.

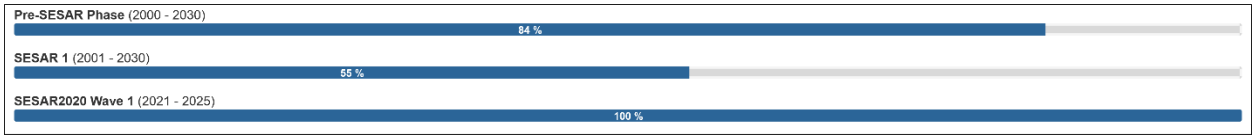


1.2 Implementation Views

Progress per SESAR Phase

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

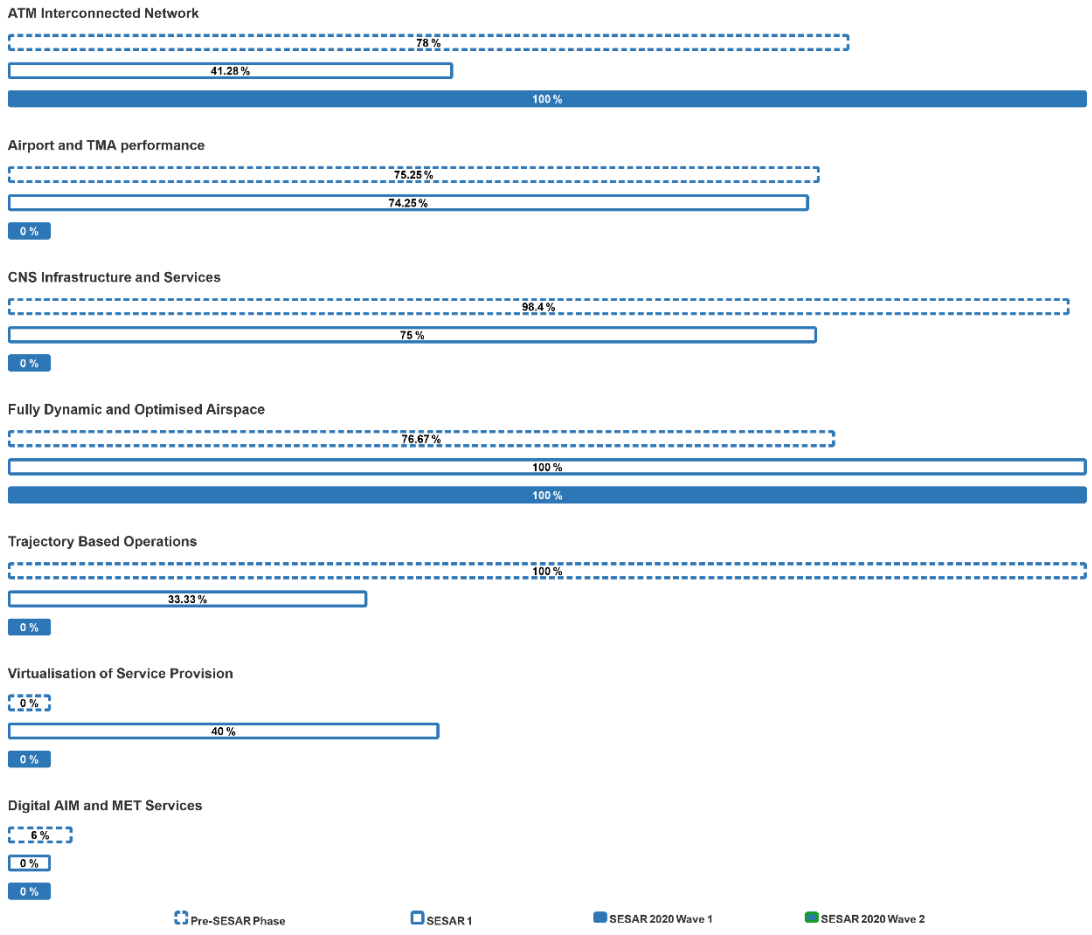
It shows the average implementation progress for all objectives grouped by SESAR Phase, excluding those for which the State is outside the applicability area as defined on a yearly basis in the European ATM Master Plan (Level 3) 2023, i.e., disregarding the declared “NOT APPLICABLE” LSSIP progress status.



Source: EUROCONTROL LSSIP+ DB

Progress per SESAR Essential Operational Changes and Phase

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

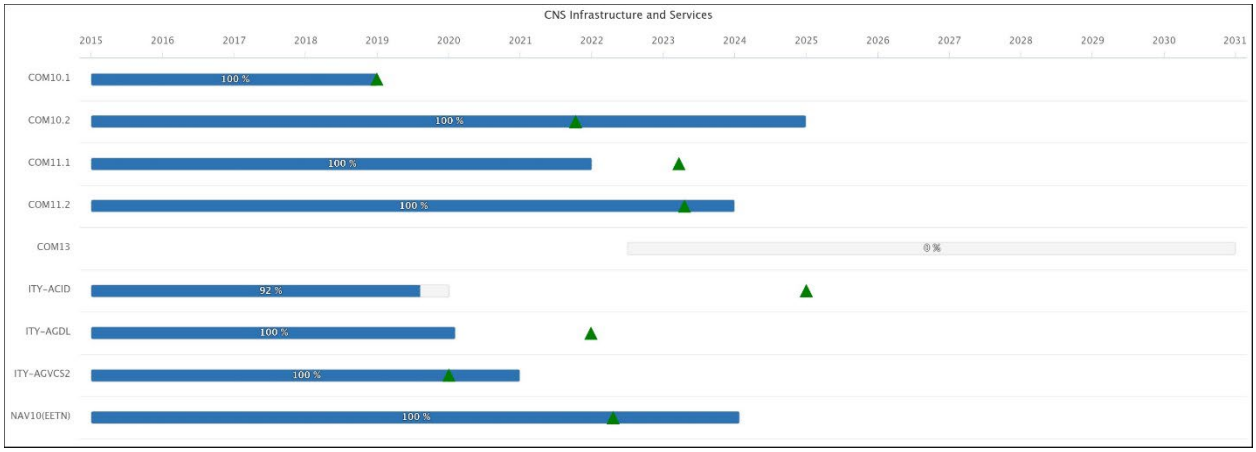


Source: EUROCONTROL LSSIP+ DB

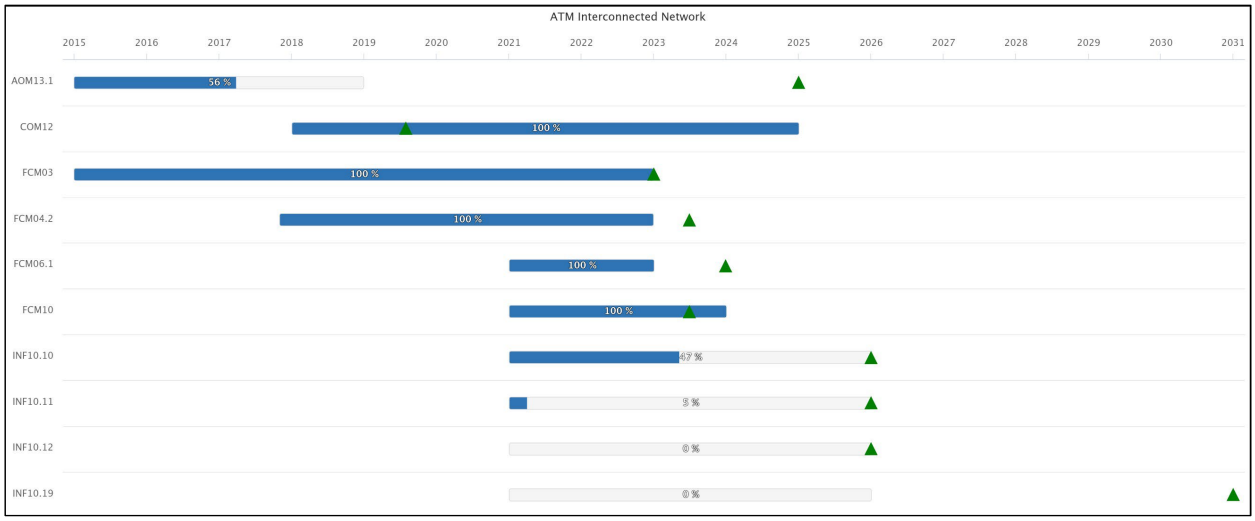
Objective Progress per SESAR Essential Operational Changes

Progress achieved
Progress remaining to 100%
Implementation Date
IOC Initial Operational Capability
FOC Full Operational Capability

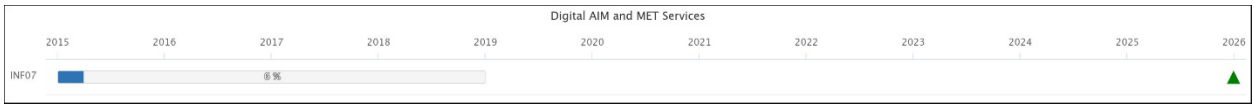
CNS
CNS infrastructure and services



iN
ATM interconnected network



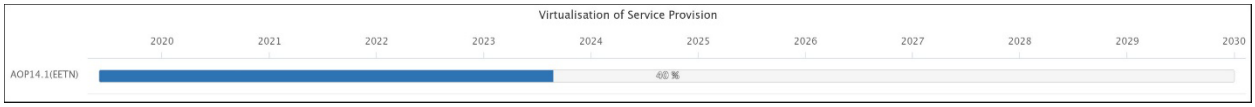
dS Digital AIM and MET services



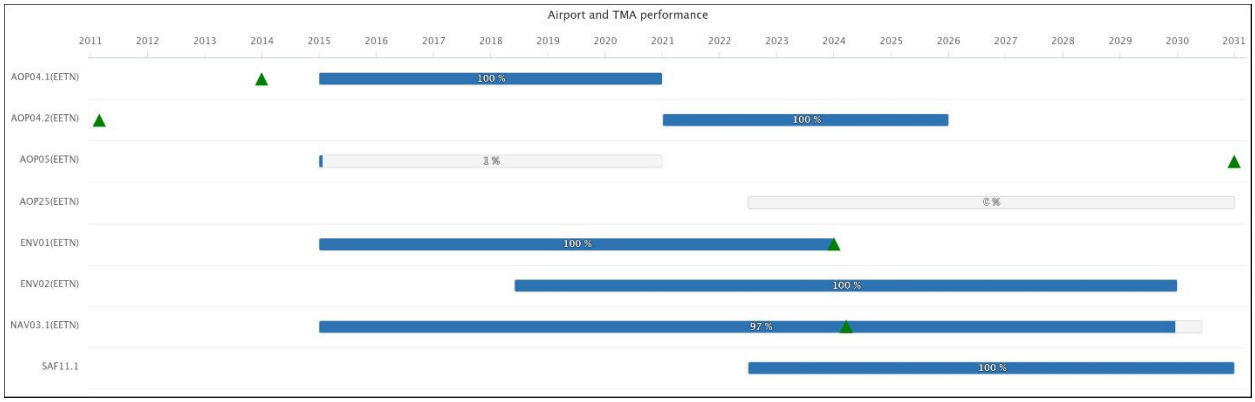
U-S U-space services

No implementation objectives are available yet for this EOC.

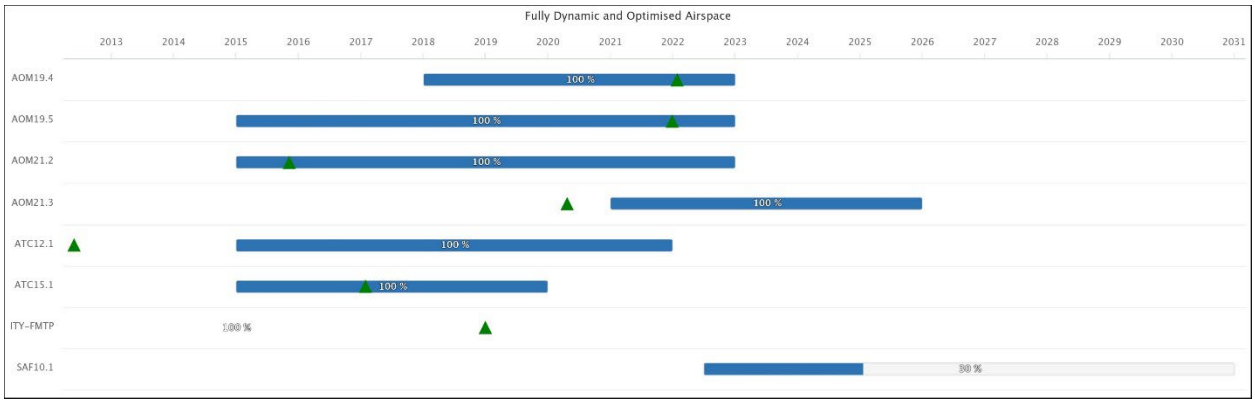
vS Virtualisation of service provision



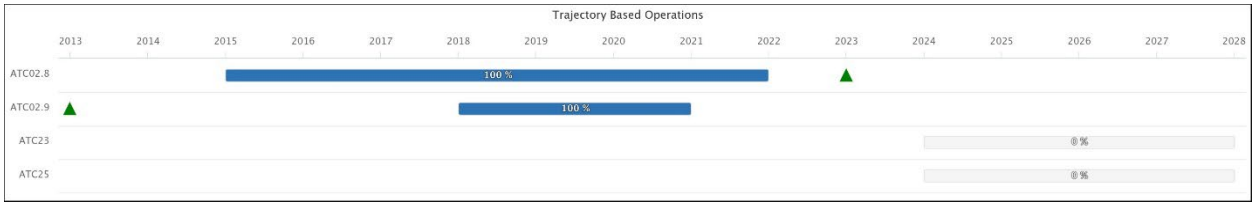
ATp Airport and TMA performance



dA Fully dynamic and optimised airspace



TBO Trajectory -based operations

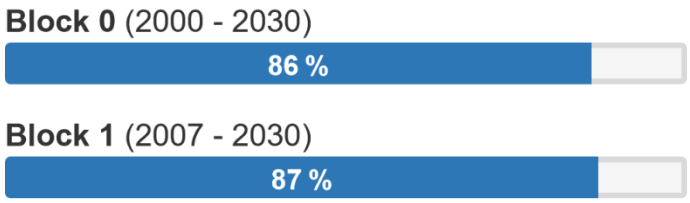


No implementation objectives are available yet for this EOC.

Source: EUROCONTROL LSSIP+ DB

ICAO ASBU Implementation Progress – Blocks 0 and 1

The figure below shows the progress made so far in the implementation of the ICAO ASBU Blocks 0 and 1, according to ICAO Global Air Navigation Plan 7th Edition (2022). The overall percentage is calculated as an average of the relevant Objectives contributing to each of the relevant ASBU Blocks; this is a summary of the table explained on the next page – ICAO ASBU Implementation Progress.



Source: EUROCONTROL LSSIP+ DB

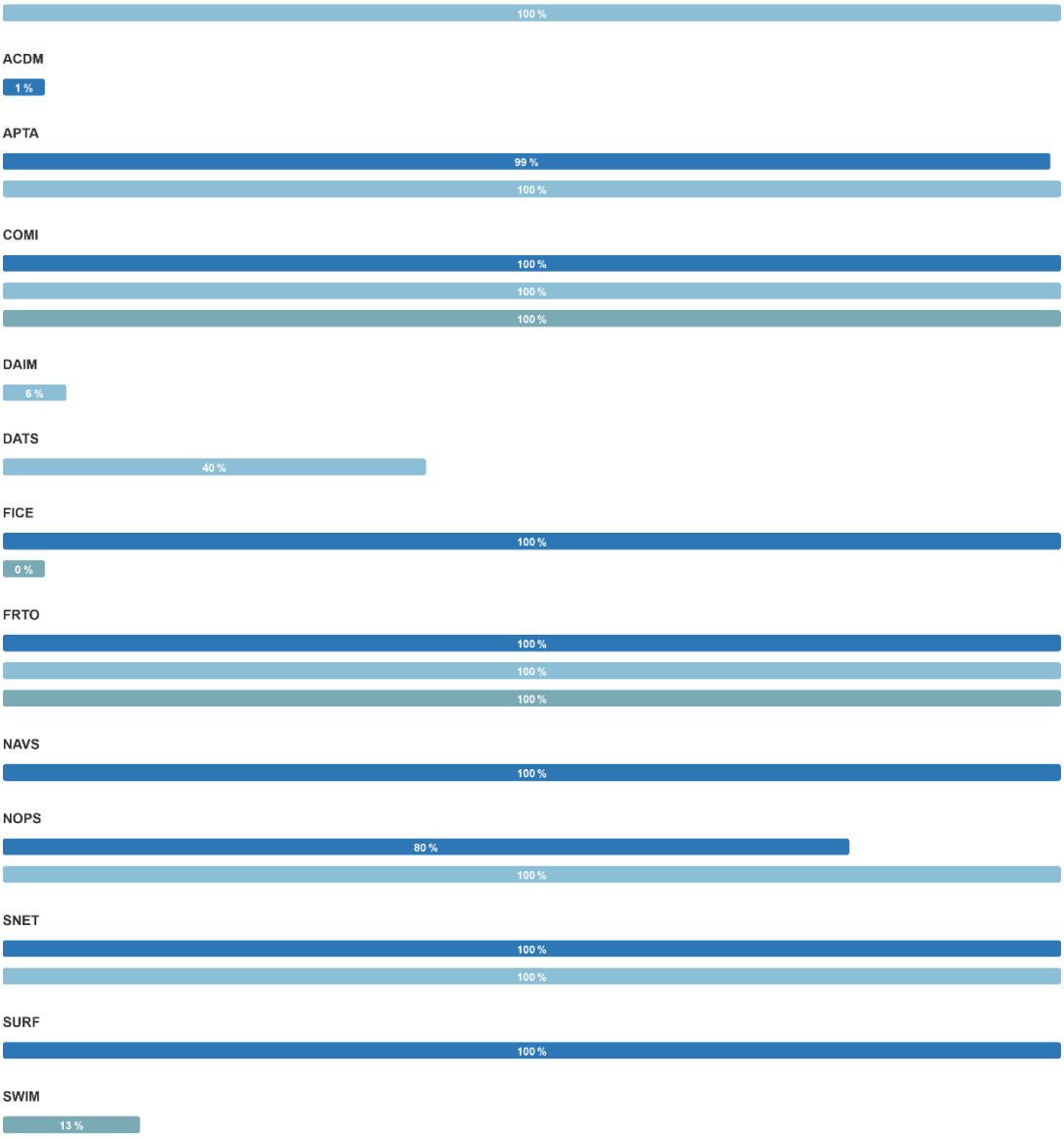
ICAO ASBU Implementation Progress

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

The set of Block 0 and Block 1 ASBU elements to be monitored in ICAO EUR Region has been approved through written consultation by European Aviation System Planning Group (EASPG) in April 2021, based on the conclusions of the EUR Global Air Navigation Plan (GANP) Transition Project Team. The set of monitored Elements has been subsequently amended following the publication of the 7th version of the GANP, endorsed in October 2022.

Results below were determined using the LSSIP Year 2023 declared statuses and progress of the relevant Implementation objectives in accordance with the updated mapping.

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



Source: EUROCONTROL LSSIP+ DB

ATM Deployment Outlook

State Objectives

✓ **Deployed in 2023**

- **Interactive Rolling NOP**

  [FCM10] 100 % progress

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

  [SAF11.1] 100 % progress

- **Collaborative Flight Planning**

  [FCM03] 100 % progress

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

  [COM11.1] 100 % progress

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

  [COM11.2] 100 % progress

- **Enhanced Short Term ATFCM Measures**

  [FCM04.2] 100 % progress

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

  [FCM06.1] 100 % progress

By 2024

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

  [INF10.5] 3 % progress

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

  [AOM13.1] 56 % progress

- **Aircraft Identification**

  [ITY-ACID] 92 % progress

Source: EUROCONTROL LSSIP+ DB

By 2025

- **Aeronautical Information Exchange - Aerodrome mapping service**

  [INF10.7] 0 % progress

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

  [INF10.8] 8 % progress

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

  [INF10.10] 47 % progress

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

  [INF07] 6 % progress

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

  [INF10.2] 13 % progress

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

  [INF10.12] 0 % progress

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

  [INF10.6] 64 % progress

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

  [INF10.9] 3 % progress

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

  [INF10.11] 5 % progress

Source: EUROCONTROL LSSIP+ DB

By 2027+

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

  [INF10.21] 0 % progress

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

  [INF10.20] 0 % progress

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

  [SAF10.1] 30 % progress

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

  [INF10.19] 0 % progress

Source: EUROCONTROL LSSIP+ DB

Airport Objectives Tallinn Airport

✓ **Deployed in 2023**

- **Continuous Descent Operations (CDO)**

  [ENV01] 100 % progress

By 2024

- **Remote Tower Services**

  [AOP14.1] 40 % progress

- **RNAV 1 in TMA Operations**

  [NAV03.1] 97 % progress

Source: EUROCONTROL LSSIP+ DB

By 2027+

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

  [AOP05] 1 % progress

Source: EUROCONTROL LSSIP+ DB

Overall situation of Implementation Objectives

Main Objectives	Topic	Progress at the end of 2023	Status	2023		2024		2025		2026		2027		2028		2029		>2029
AOM13.1	Harmonise Operational Air Traffic (OAT) and General Air Traffic (GAT) Handling	56%	Ongoing															
AOM19.4	Management of Predefined Airspace Configurations	100%	Completed															
AOM19.5	ASM and A-FUA	100%	Completed															
AOM21.1	Direct Routing	0%	Not Applicable															
AOM21.2	Initial Free Route Airspace	100%	Completed															
AOM21.3	Enhanced Free Route Airspace Operations	100%	Completed						*									
AOP04.1(EETN)	Advanced Surface Movement Guidance and Control System A-SMGCS Surveillance Service (former ICAO Level 1)	100%	Completed															
AOP04.2(EETN)	Advanced Surface Movement Guidance and Control System (A-SMGCS) Runway Monitoring and Conflict Alerting (RMCA) (Airport Safety Support Service = former ICAO Level 2)	100%	Completed						*									
AOP05(EETN)	Airport Collaborative Decision Making (A-CDM)	1%	Ongoing															
AOP10(EETN)	Time-Based Separation	0%	Not Applicable		*													
AOP11.1(EETN)	Initial Airport Operations Plan	0%	Not Applicable		*													
AOP11.2(EETN)	Extended Airport Operations Plan	0%	Not Applicable										*					
AOP12.1(EETN)	Airport Safety Nets	0%	Not Applicable						*									
AOP13(EETN)	Automated Assistance to Controller for Surface Movement Planning and Routing	0%	Not Applicable						*									
AOP14.1(EETN)	Remote Tower Services	40%	Ongoing															2030
AOP15	Enhanced traffic situational awareness and airport safety nets for the vehicle drivers	0%	Not Applicable															2030
AOP16	Guidance assistance through airfield ground lighting	0%	Not Applicable															2030

Main Objectives	Topic	Progress at the end of 2023	Status	2023		2024		2025		2026		2027		2028		2029		>2029
AOP17	Provision/integration of departure planning information to NMOC	0%	Not Applicable															2030
AOP18	Runway Status Lights (RWSL)	0%	Not Applicable															2030
AOP19(EETN)	Departure Management Synchronised with Pre-departure sequencing	0%	Not Applicable															
AOP21	Wake Turbulence Separations for Arrivals based on Static Aircraft Characteristics (S-PWS-A)	0%	Not Applicable															2030
AOP23(EETN)	Integrated runway sequence for full traffic optimization on single and multiple runway airports	0%	Not yet planned															2030
AOP25(EETN)	De-icing management tool	0%	Not yet planned															2030
AOP26	Reduced separation based on local Runway Occupancy Time (ROT) characterisation	0%	Not Applicable															2030
ATC02.2	Implement ground based safety nets - Short Term Conflict Alert (STCA) - level 2 for en-route operations	100%	Completed															
ATC02.8	Ground-Based Safety Nets	100%	Completed															
ATC02.9	Short Term Conflict Alert (STCA) for TMAs	100%	Completed															
ATC07.1(EETN)	AMAN Tools and Procedures	0%	Not Applicable															
ATC12.1	Automated Support for Conflict Detection, Resolution Support Information and Conformance Monitoring	100%	Completed															
ATC15.1	Information Exchange with En-route in Support of AMAN	100%	Completed															
ATC15.2(EETN)	Arrival Management Extended to En-route Airspace	0%	Not Applicable				*											
ATC16	Implement ACAS II compliant with TCAS II change 7.1	100%	Completed															
ATC18	Multi-Sector Planning En-route - 1P2T	0%	Not Applicable															2030
ATC19(EETN)	AMAN/DMAN Integration	0%	Not Applicable										*					

Main Objectives	Topic	Progress at the end of 2023	Status	2023		2024		2025		2026		2027		2028		2029		>2029
ATC20	Enhanced STCA with down-linked parameters via Mode S EHS	0%	Not Applicable															2030
ATC23	Initial Air-Ground Trajectory Information Sharing (Ground Domain)	0%	Not yet planned										*					
ATC25	Initial Trajectory Information Sharing ground distribution	0%	Not yet planned										*					
ATC26(EETN)	Point Merge in complex TMA	0%	Not Applicable															2030
COM10.1	Migrate from AFTN to AMHS (Basic service)	100%	Completed															
COM10.2	Extended AMHS	100%	Completed				*											
COM11.1	Voice over Internet Protocol (VoIP) in En-Route	100%	Completed															
COM11.2	Voice over Internet Protocol (VoIP) in Airport/Terminal	100%	Completed		*													
COM12	New Pan-European Network Service (NewPENS)	100%	Completed				*											
COM13	Air Traffic Services (ATS) datalink using SatCom Class B	0%	Not yet planned															2030
ENV01(EETN)	Continuous Descent Operations (CDO)	100%	Completed		*													
ENV02(EETN)	Airport Collaborative Environmental Management	100%	Completed															2030
ENV03(EETN)	Continuous Climb Operations (CCO)	0%	Not Applicable															2030
FCM01	Implement enhanced tactical flow management services	100%	Completed															
FCM03	Collaborative Flight Planning	100%	Completed															
FCM04.2	Enhanced Short Term ATFCM Measures	100%	Completed															
FCM06.1	Automated Support for Traffic Complexity Assessment and Flight Planning interfaces	100%	Completed															
FCM10	Interactive Rolling NOP	100%	Completed		*													
FCM11.1(EETN)	Initial AOP/NOP Information Sharing	0%	Not Applicable		*													
FCM11.2(EETN)	AOP/NOP integration	0%	Not Applicable										*					
INF07	Electronic Terrain and Obstacle Data	6%	Ongoing															

Main Objectives	Topic	Progress at the end of 2023	Status	2023		2024		2025		2026		2027		2028		2029		>2029
	(eTOD)																	
INF10.10	Meteorological Information Exchange - Aerodrome Meteorological information Service	47%	Ongoing						*									
INF10.11	Meteorological Information Exchange - En-Route and Approach Meteorological information service	5%	Ongoing						*									
INF10.12	Meteorological Information Exchange - Network Meteorological Information	0%	Planned						*									
INF10.13	Cooperative Network Information Exchange - ATFCM Tactical Updates Service (Airport Capacity and Enroute)	0%	Not Applicable						*									
INF10.14	Cooperative Network Information Exchange – Flight Management Service (Slots and NOP/AOP integration)	0%	Not Applicable						*									
INF10.15	Cooperative Network Information Exchange – Measures Service (Traffic Regulation)	0%	Not Applicable						*									
INF10.16	Cooperative Network Information Exchange - Short Term ATFCM Measures services (MCDM, eHelpdesk, STAM measures)	0%	Not Applicable						*									
INF10.17	Cooperative Network Information Exchange – Counts service (ATFCM Congestion Points)	0%	Not Applicable						*									
INF10.19	Flight Information Exchange (Yellow Profile) - Flight Data Request Service	0%	Planned						*									
INF10.2	Stakeholders' SWIM PKI and cyber security	13%	Ongoing						*									
INF10.20	Flight Information Exchange (Yellow Profile) - Notification Service	0%	Planned						*									
INF10.21	Flight Information Exchange (Yellow Profile) - Data Publication Service	0%	Planned						*									

Main Objectives	Topic	Progress at the end of 2023	Status	2023		2024		2025		2026		2027		2028		2029		>2029
INF10.23	Flight Information Exchange (Yellow Profile) - Extended AMAN SWIM Service	0%	Not Applicable						*									
INF10.3	Aeronautical Information Exchange - Airspace structure service	100%	Completed						*									
INF10.4	Aeronautical Information Exchange - Airspace Availability Service	100%	Completed						*									
INF10.5	Aeronautical Information Exchange - Airspace Reservation (ARES)	3%	Ongoing						*									
INF10.6	Aeronautical Information Exchange – Digital NOTAM service	64%	Ongoing						*									
INF10.7	Aeronautical Information Exchange - Aerodrome mapping service	0%	Ongoing						*									
INF10.8	Aeronautical Information Exchange - Aeronautical Information Features service	8%	Ongoing						*									
INF10.9	Meteorological Information Exchange - Volcanic Ash Mass Concentration information service	3%	Ongoing						*									
ITY-ACID	Aircraft Identification	92%	Ongoing															
ITY-AGDL	Initial ATC Air-Ground Data Link Services	100%	Completed															
ITY-AGVCS2	8,33 kHz Air-Ground Voice Channel Spacing below FL195	100%	Completed															
ITY-COTR	Implementation of ground-ground automated co-ordination processes	100%	Completed															
ITY-FMTP	Common Flight Message Transfer Protocol (FMTP)	100%	Completed															
NAV03.1(EETN)	RNAV 1 in TMA Operations	97%	Ongoing															2030
NAV03.2(EETN)	RNP 1 in TMA Operations	0%	Not Applicable															2030
NAV10(EETN)	RNP Approach Procedures to instrument RWY	100%	Completed			*												
NAV11.1	Implement precision approach procedures using GBAS CAT II based on GAST C	0%	Not Applicable															2030
NAV12	ATS IFR Routes for Rotorcraft Operations	0%	Not Applicable															2030

Main Objectives	Topic	Progress at the end of 2023	Status	2023		2024		2025		2026		2027		2028		2029		>2029
SAF10.1	Implement measures to reduce the risk to aircraft operations caused by airspace infringements	30%	Ongoing															2030
SAF11.1	Improve Runway Safety by Preventing Runway Excursions	100%	Completed															2030

LEGEND:

*	Full Operational Capability (FOC) date
	The Planned Implementation Date as reported in the LSSIP DB for each objective

Traffic and Capacity

1.3 National ATM Structure

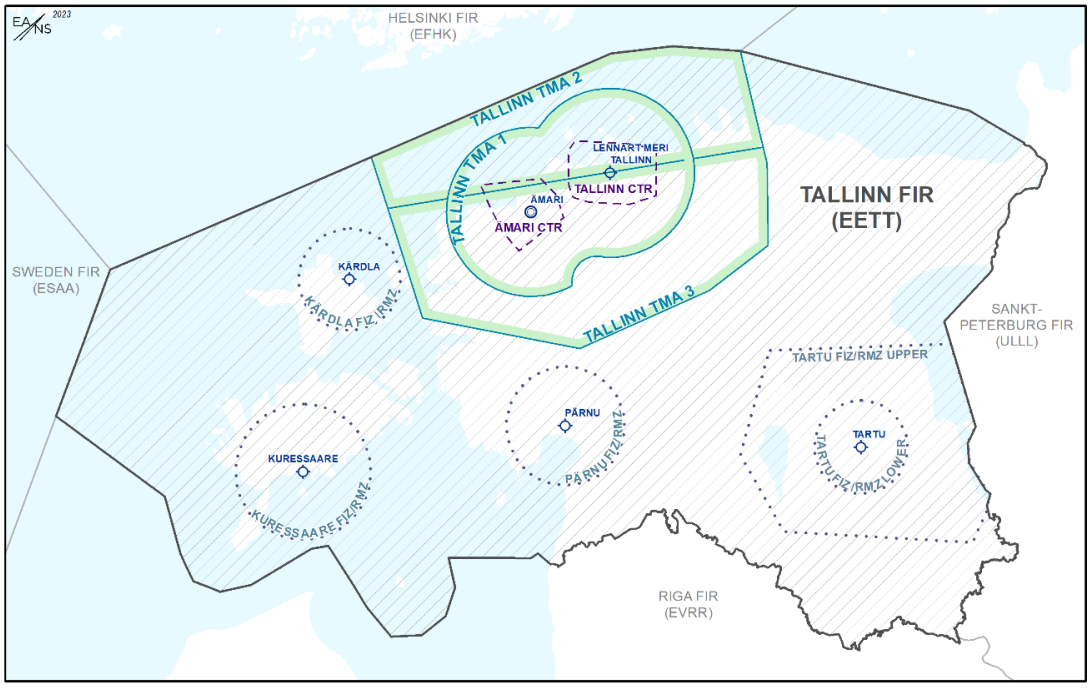
Geographical description of the FIR(s)

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

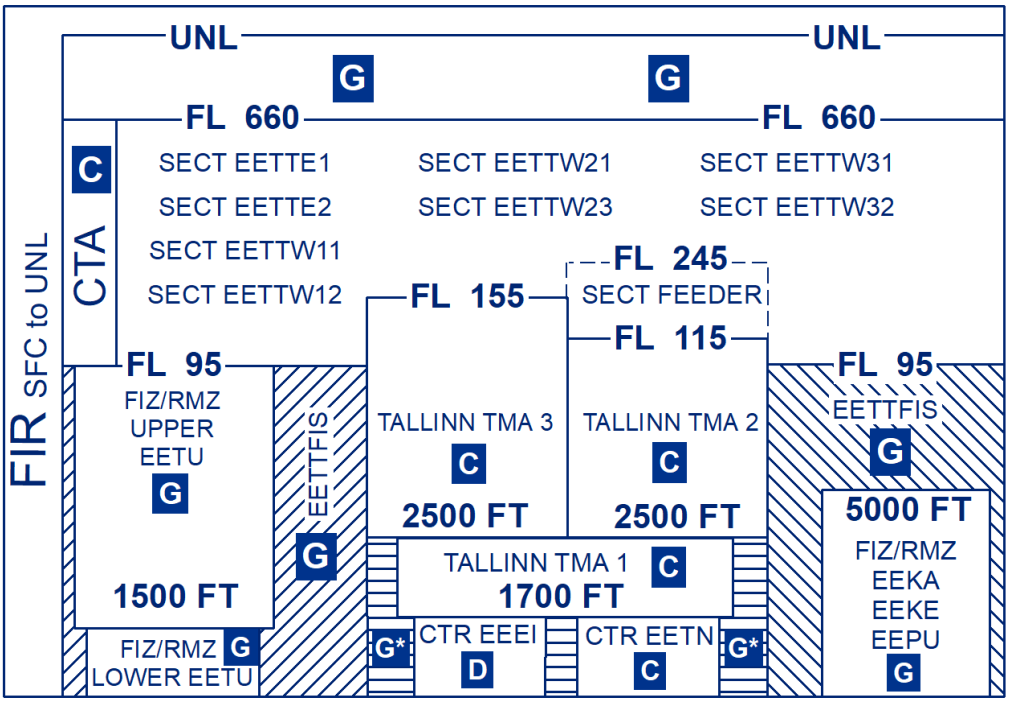
Tallinn FIR is surrounded by FIRs of 4 States, namely Helsinki FIR and Helsinki TMA in the north, St. Petersburg FIR in the east, Riga FIR/TMA in the south and Sweden FIR-s in the west.

St. Petersburg belongs to the Russian Federation, a non- ECAC State.

The Control Area (CTA) covers the geographical limits of the Tallinn FIR from FL 95 up to FL 660. Control Zones (CTR-s) are implemented around 2 airports, namely Tallinn and Ämari (Military). In addition, there are Kärdla, Kuressaare, Pärnu and Tartu FIZ.



Airspace Classification and Organisation



FIR: SFC - UNL

CTA: FL 95 - FL 660

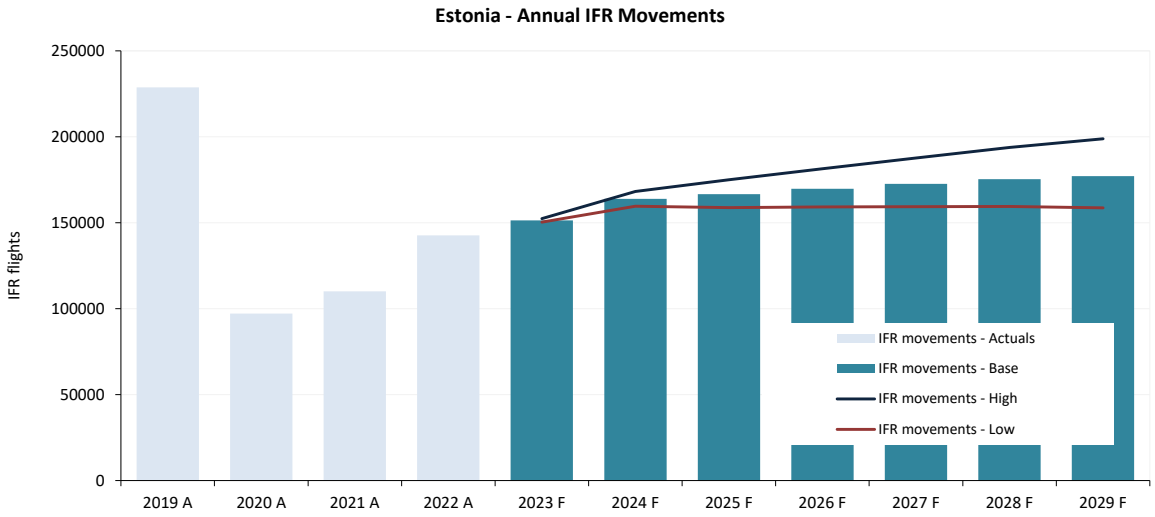
In accordance with national regulations, only the Imperial System is used in Estonia.

ATC Units

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

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

Evolution of Traffic in Estonia



EUROCONTROL Forecast Update 2023-2029 - October 2023											
IFR Movements (Growth)		2020 A	2021 A	2022 A	2023 F	2024 F	2025 F	2026 F	2027 F	2028 F	2029 F
Estonia	High	.	.	.	6.8%	10.0%	4.0%	3.7%	3.4%	3.3%	2.6%
	Base	-58%	13%	30%	6.1%	8.3%	1.7%	1.9%	1.7%	1.6%	1.0%
	Low	.	.	.	5.4%	6.2%	-0.5%	0.3%	0.0%	0.1%	-0.5%
ECAC	High	.	.	.	10%	9.1%	3.6%	3.4%	2.9%	2.7%	2.1%
	Base	-55%	25%	48%	10%	6.9%	1.7%	2.0%	1.7%	1.7%	1.0%
	Low	.	.	.	8.8%	5.9%	-0.1%	0.5%	0.3%	0.4%	-0.3%

2023

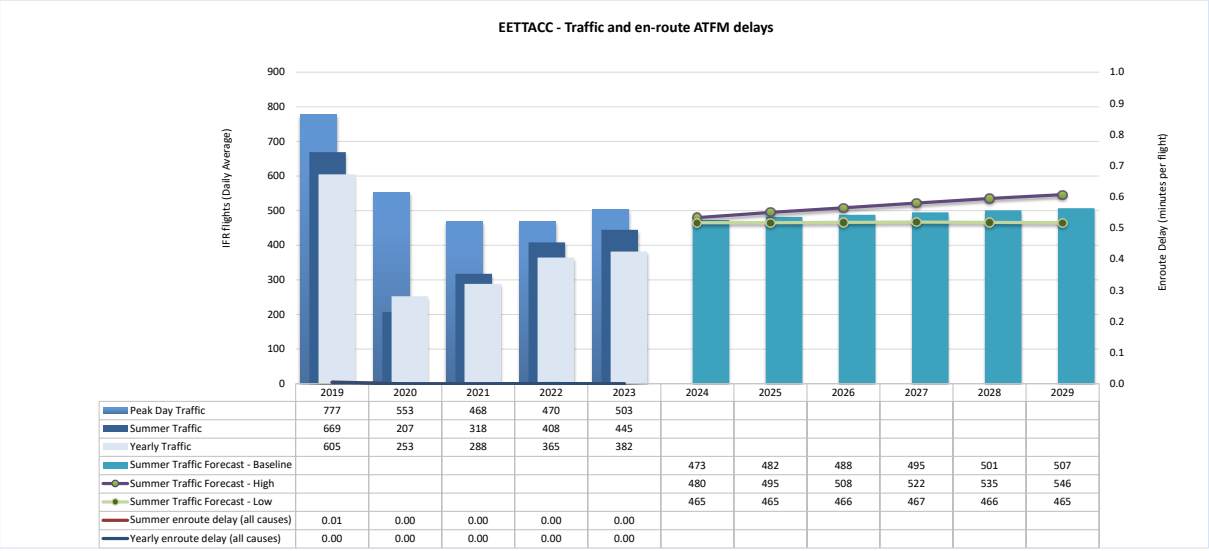
Traffic in Estonia increased by 5% compared to 2022 and recovery was at 65% of 2019.

2024-2029

The EUROCONTROL Seven-Year forecast predicts an average annual increase between 0.9% and 4.5% during the planning cycle, with an average baseline growth of 2.7%.

Tallinn ACC

Traffic and en-route ATFM delays 2019-2029



	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
Peak Day Traffic	777	553	468	470	503						
Summer Traffic	669	207	318	408	445						
Yearly Traffic	605	253	288	365	382						
Summer Traffic Forecast - Baseline						473	482	488	495	501	507
Summer Traffic Forecast - High						480	495	508	522	535	546
Summer Traffic Forecast - Low						465	465	466	467	466	465
Summer enroute delay (all causes)	0.01	0.00	0.00	0.00	0.00						
Yearly enroute delay (all causes)	0.00	0.00	0.00	0.00	0.00						

2023 performance

Tallinn ACC	Traffic		En-route Delay (min. per flight)		Capacity	
	2023 vs.2022	% of 2019	All reasons	ACC Reference Value	Capacity Gap?	Baseline
Year	+5%	63%	0.00	0.03	No	
Summer	+9%	66%	0.00			51

Summer 2023 performance assessment

The average delay per flight was zero in Summer 2023.

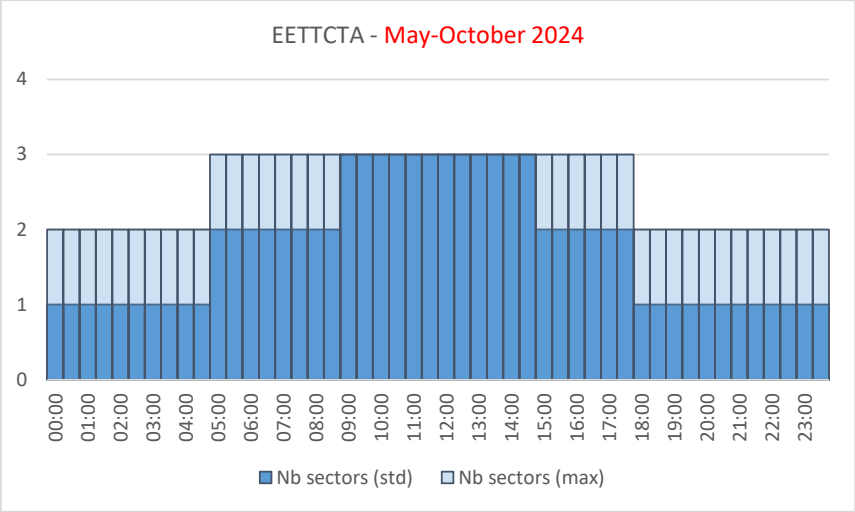
Operational actions	Achieved	Comments
Review and analysis of existing FRA connecting routes (FINEST AREA)	Ongoing	Pending FINEST state-level agreement
FINEST: review and update of necessary procedures	Ongoing	Pending FINEST state-level agreement
Baltic three-state CIV-MIL meetings	Ongoing	All military exercises in Baltic Sea region are properly coordinated
Possible modifications according to KPIs and customer feedback	Ongoing	
Modernization of Tallinn TMA and CTR	Ongoing	CTR modernisation planned for spring 2024, and TMA modernisation to be launched during spring 2024
Dynamic sectorisation in Tallinn FIR	Ongoing	Simulations are ongoing to find additional configurations for summer 2024, based on 2023 airblocks
Harmonized ATC procedures between Finland and Estonia	Ongoing	Pending FINEST state-level agreement
FINEST: review and update of necessary ATM procedures	Ongoing	Pending FINEST state-level agreement
VCS update 23 MAR 2023	Yes	
Maximum configuration: 3 EETT / 10 FINEST*	Yes	*Pending FINEST state-level agreement

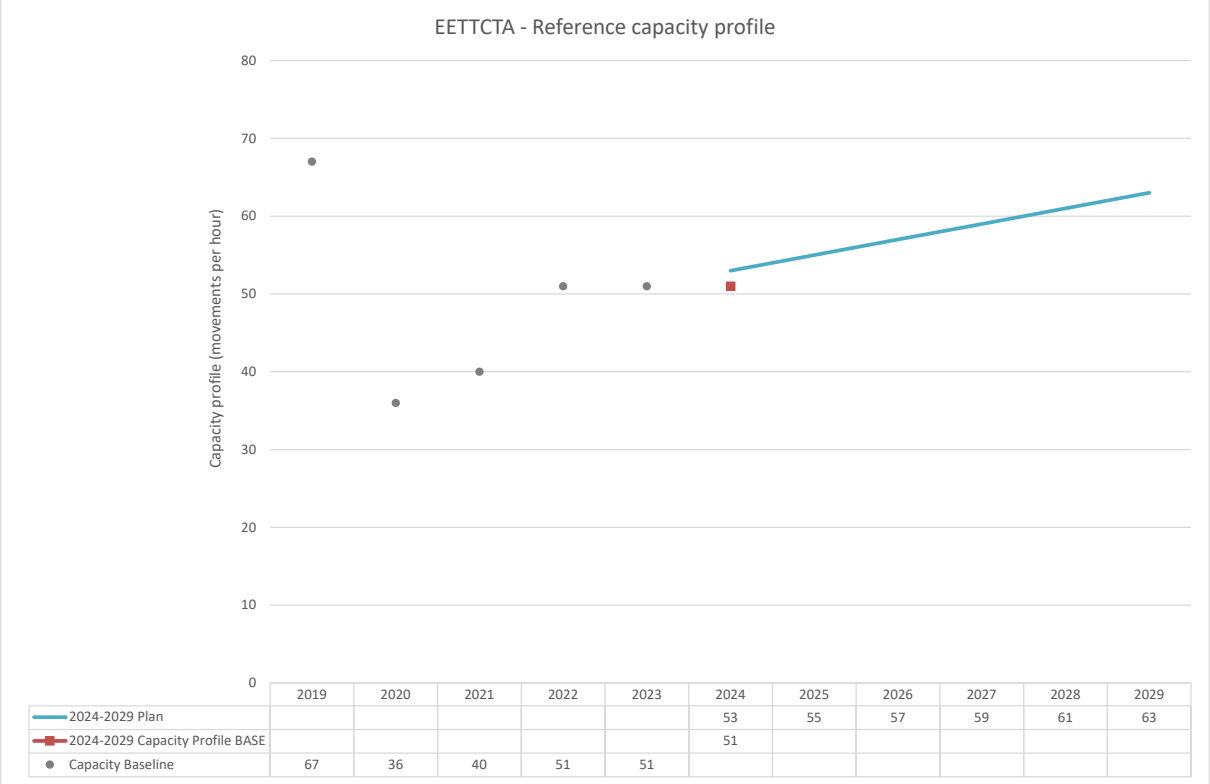
Planning Period – Summer 2024-2029

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

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

Summer Capacity Plan						
	2024	2025	2026	2027	2028	2029
Free Route Airspace	Follow up of and possible modifications to support ATFCM					
Airspace Management Advanced FUA	FINEST: review and update of necessary procedures					
	Baltic three-state CIV-MIL meetings					
Airport & TMA Network Integration	Possible modifications according to KPIs and customer feedback					
	Modernization of Tallinn CTR	Modernization of Tallinn TMA				
Cooperative Traffic Management		FINEST review and update as necessary				
		Common FMP for Estonia and Finland				
Airspace		Dynamic Cross-border sectorisation Estonia/Finland				
	Dynamic sectorisation in Tallinn FIR					
		FINEST: review and update of airspace as necessary after the FINEST implementation				
Procedures		Harmonized ATC procedures between Finland and Estonia				
		FINEST: review and update of necessary ATM procedures				
Staffing		ATCO cross border operations between Finland and Estonia				
Technical	ATM system upgrade and interface with LARA (spring 2024)					
Capacity		One configuration for FINEST managed by common FMP				
		FINEST capacity based on CAPAN. Pending FINEST cross-border service with 1FDP				
		FINEST capacity annual review. Pending FINEST cross-border service with 1FDP				
Significant Events						
Max sectors	4 EETT	4 EETT 10 FINEST*	4 EETT 10 FINEST*	4 EETT 10 FINEST*	4 EETT 10 FINEST*	4 EETT 10 FINEST*
Planned Annual Capacity Increase	3%	3%	3%	3%	3%	3%
Capacity Profile - Base Annual % Increase	0%					
Capacity Plan v. Profile - Base	4%					
Annual Reference Value (min)	0.02					
Additional information	* Pending FINEST cross-border service with 1FDP					





2024-2029 Outlook
No capacity issues are foreseen for Tallinn ACC for the period 2024-2029.

2 National ATM Environment

Main National Stakeholders

Civil Regulator(s)

General Information

Civil Aviation in Estonia is the responsibility of the Ministry of Climate. The different national entities having regulatory responsibilities in ATM are summarised in the table below. The Estonian Transport Administration is further detailed in the following sections.

Activity in ATM:	Organisation responsible	Legal Basis
Rulemaking	Ministry of Climate	Rulemaking: Ministry of Climate. Statutes of Ministry of Climate (Regulation of Government of the Republic of Estonia No 71 of 29. June 2023)
Safety Oversight	The Estonian Transport Administration (Estonian NSA) *(From 01.01.2021)*	Safety Oversight: Estonian Transport Administration Aviation Act Statutes of Estonian Transport Administration (Regulation of the Minister of Economic Affairs and Infrastructure No 82 of 03. December 2020)
Enforcement actions in case of non-compliance with safety regulatory requirements	Estonian NSA	Aviation Act Statutes of Estonian Transport Administration (Regulation of the Minister of Economic Affairs and Infrastructure No 82 of 03. December 2020)
Airspace	Estonian NSA	Aviation Act Statutes of Estonian Transport Administration (Regulation of the Minister of Economic Affairs and Infrastructure No 82 of 03. December 2020)
Economic	MoEA&C	Statutes of Ministry of Climate (Regulation of Government of the Republic of Estonia No 71 of 29. June 2023)
Environment	Ministry of Environment	Statutes of Climate (Regulation of Government of the Republic of Estonia No 71 of 29. June 2023)
Security	Estonian NSA	Aviation Act Statutes of Estonian Transport Administration (Regulation of the Minister of Economic Affairs and Infrastructure No 82 of 03. December 2020)
Accident investigation	Estonian Safety Investigation Bureau (ESIB)	Aviation Act Statues of Ministry of Economic Affairs and

		Communication (Regulation of Government of the Republic of Estonia No 323 of 10. December 2002)

Estonian Transport Administration

The Estonian Transport Administration (Estonian NSA) is in the jurisdiction of the Ministry of Climate, and it is the Estonian Safety Supervisory Authority, responsible for exercising state supervision over the compliance with the requirements deriving from legal acts regulating the field of activity of Estonian NSA. It has enforcement powers, and it is the extra-judicial body, which conducts proceedings in matters of misdemeanours. Estonian NSA participates in the drafting of legal acts concerning its area of activities, makes proposals on the amendments of those legal acts, such as the improvement of Estonian-language aviation terminology, participates in the development of policies, strategies, development plans, prepares and implements projects in its area of activities, including international projects. The Estonian NSA is institutionally separated from the Estonian Service Providers.

Annual Report published:	Y	Annual Safety report of 2023 has been published here.

National Civil Aviation Master Plan (CAMP):	N	National CAMP is referenced in ICAO resolutions below: • A39-23: No Country Left Behind (NCLB) Initiative (Draws the attention of Contracting States requesting technical cooperation and technical assistance to the advantages to be derived from well-defined projects based on civil aviation master plans) • A39-25: Aviation's contribution towards the United Nations 2030 Agenda for Sustainable Development (Urges Member States to enhance their air transport systems by effectively implementing SARPs and policies while at the same time including and elevating the priority of the aviation sector into their national development plans supported by robust air transport sector strategic plans and civil aviation master plans, thereby leading to the attainment of the SDGs) • A39-26: Resource Mobilization (Requests the Secretary General to develop guidance material to assist States in including and elevating the priority of the aviation sector into their national development plans and developing robust air transport sector strategic plans and civil aviation master plans).

The Estonian Transport Administration website is: https://transpordiamet.ee/en

The organization chart is available in Annex D.

Estonian Air Navigation Services - EANS

Service provided

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

The services of EANS are:

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

	EANS		
Governance:	MoEA&C	**Ownership:**	100% State (MoEA&C)
Services provided	**Y/N**	**Comment**	
ATC en-route	Y		
ATC approach	Y		
ATC Aerodrome(s)	Y	Tallinn CTR.	
AIS	Y		
CNS	Y		
MET	N	Estonian Environment Agency	
ATCO training	Y	EANS provides OJT and complementary training.	
Others		Remote TWR (rAFIS) service in Tallinn for Tartu AD. There is a plan to start provision of the AFIS also at other Estonian regional airports by using Remote TWR (rAFIS) concept.	
Additional information:	-		
Provision of services in other State(s):	N		
Annual Report published:	Y	This is the annual report covering yearly activities of the ANSP.	

Further information is available on the EANS website: http://www.eans.ee/en

The organisation chart is available in Annex D.

ATC systems in use

Main ANSP part of any technology alliance[1]	Y	FINEST

FDPS

Specify the manufacturer of the ATC system currently in use:	Thales
Upgrade[2] of the ATC system is performed or planned?	Software and hardware upgrade planned 2024
Replacement of the ATC system by the new one is planned?	Not planned
ATC Unit	ACC/APP

SDPS

Specify the manufacturer of the ATC system currently in use:	Thales
Upgrade of the ATC system is performed or planned?	Software and hardware upgrade planned 2024
Replacement of the ATC system by the new one is planned?	Not planned
ATC Unit	ACC/APP

Airports

General information

The main airports of Estonia: Tallinn, Tartu, Kuressaare, Kärdla, Pärnu airports, and Kihnu, Ruhnu airfields are operated by AS Tallinna Lennujaam. It is a 100% State owned stock company under the supervision of the Ministry of Climate.

Airport(s) covered by the LSSIP

Referring to the List of Airports in the European ATM Master Plan Level 3 Implementation Plan Edition 2023–Annex 2, it is up to the individual State to decide which additional airports will be reported through LSSIP for those Objectives. The airport that is covered in this LSSIP is Tallinn Airport (non CP1).

https://airport.ee/en/corporate/lennart-meri-tallinn-airport-estonias-aerial-gateway/

The EUROCONTROL Public Airport Corner also provides information for Tallinn Airport:
https://ext.eurocontrol.int/airport_corner_public/

The organisation chart is available in Annex D.

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

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

Meteorological Service Providers

Estonian Environment Agency

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

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

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

Service provided

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

The organisation chart is available in Annex D.

Military Authorities

The Military Authorities in Estonia concerned with ATM are:

- Ministry of Defence;

- Estonian Military Aviation Authority;

- Defence Forces Air Force Staff;

- Ämari Airbase.

They report to the Ministry of Defence.

Their regulatory, service provision and user role in ATM are detailed below.

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

Estonian Defence Forces Air Force Staff is responsible for the safety, monitoring of military aviation tasks and participation in decision making progress concerning airspace management.

Ämari Airbase is responsible for air navigation service at Ämari military airfield and within Ämari control zone.

Co-ordination between civil air navigation service providers and the military authorities is ensured through Letters of Agreements (LoAs).

Further information is available on the Estonian Defence Forces website: https://mil.ee/en.

The organisation chart is available in Annex D.

Regulatory role

Regulatory framework and rulemaking

OAT		GAT	
OAT and provision of service for OAT governed by national legal provisions?	Y	Provision of service for GAT by the Military governed by national legal provisions?	Y
Level of such legal provision: Ministry of Defence		Level of such legal provision: Ministry of Defence, Estonian NSA	
Authority signing such legal provision: Minister of Defence		Authority signing such legal provision: Ministry of Defence	
These provisions cover:		These provisions cover:	
Rules of the Air for OAT	Y		
Organisation of military ATS for OAT	Y	Organisation of military ATS for GAT	Y
OAT/GAT Co-ordination	Y	OAT/GAT Co-ordination	Y
ATCO Training	Y	ATCO Training	Y
ATCO Licensing	Y	ATCO Licensing	Y
ANSP Certification	NA	ANSP Certification	Y
ANSP Supervision	NA	ANSP Supervision	Y
Aircrew Training	Y	ESARR applicability	NA
Aircrew Licensing	Y		
Additional Information: -		Additional Information: -	
Means used to inform airspace users (other than military) about these provisions:		Means used to inform airspace users (other than military) about these provisions:	
National AIP	NA	National AIP	Y
National Military AIP	NA	National Military AIP	NA
EUROCONTROL eAIP	NA	EUROCONTROL eAIP	NA
Other:	Y	Other:	-

Oversight

OAT	GAT
NSA (as per SES reg. 550/2004) for GAT services provided by the military is CAA. NSA for OAT is MoD	NSA (as per SES reg. 550/2004) for GAT services provided by the military is Estonian Transport Administration.
Additional information: -	Estonian Transport Administration is responsible for the certification for GAT.

Service Provision role

OAT			GAT	
Services Provided:			Services Provided:	
En-Route	N	En-Route Military fly GAT, the service is provided by EANS	En-Route	N
Approach/TMA	N	EANS	Approach/TMA	N
Airfield/TWR/GND	Y		Airfield/TWR/GND	Y
AIS	Y		AIS	N
MET	Y		MET	Y
SAR	Y		SAR	Y
TSA/TRA monitoring	Y		FIS	Y
Other:		-	Other:	-
Additional Information:			Additional Information:	

Military ANSP providing GAT services SES certified?	Y	If YES, since:	01.05.2017	Duration of the Certificate:	NIL
Certificate issued by:	Estonian Transport Administration		If NO, is this fact reported to the EC in accordance with SES regulations?		NA
Additional Information: Military provides service to GAT in Ämari CTR.					

User role

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

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

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

Flexible Use of Airspace (FUA)

Military in Estonia applies FUA requirements as specified in the Regulation No 2150/2005: Y
FUA Level 1 implemented: Y
FUA Level 2 implemented: Y
FUA Level 3 implemented: Y

3 Implementation Projects

The tables below present high-level information about the main projects currently ongoing in Estonia. The details of each project are available in the LSSIP DB.

3.1 National projects

Name of project:	Organisation(s):	Schedule:	Progress Description:	Links:
Implementation of UTM software	EANS (EE), Estonian Transport Administration (EE), Frequentis AG	Coordination of unmanned flights in Tallinn CTR started in 2023, services at Tartu and other regional airports will be added in the following years. UTM services for authority users (emergency services, police etc) are planned for 2024-2025. Interfacing with national drone registry is planned for early 2025. Provision of CIS services is planned in the coming years, with the implementation of U-space.	Additional services are added to the UTM system in 2024 March, together with mobile applications for pilots. Project to provide UTM services in Tartu airport begins in II quarter of 2024 with implementation planned for late 2024. Preparations for getting data from national drone registry started in 2023 and will continue throughout 2024. Discussions and workshops to design UTM services for authority users started in early 2024.	-
Navigation Infrastructure Rationalisation	EANS (EE), Estonian Transport Administration (EE)	2024 IQ	Implementation and activities are ongoing, project is planned to be implemented by the first quarter of 2024.	L3: NAV03.1
Tallinn Airport A-CDM implementation project	EANS (EE), TALLINN AIRPORT Ltd. (EE)	-	Delayed. Due to Covid-19 economic crisis, resources are minimized.	L3: AOP05

Name of project:	Organisation(s):	Schedule:	Progress Description:	Links:
rTWR Implementation	EANS (EE), Estonian Transport Administration (EE), TALLINN AIRPORT Ltd. (EE)	Tartu is operational since April 2023 and Kuressaare aerodrome should be operational in IIQ 2024.	Two airports' (Kuressaare and Tartu) remote tower installations are ready, governing body Estonian Transportation Administration has issued aeronautical equipment certificate separately for both installations. Service validation activities for Kuressaare aerodrome's remote tower are starting in November 2023. Kuressaare remote tower is expected to be operational in IIQ 2024.	-

3.2 FAB projects

NIL

3.3 Multinational projects

Name of project:	Organisation(s):	Schedule:	Progress Description:	Links:
Borealis FRA Implementation (Part 2) (2015_227_AF3_A; 2015_227_AF3_B)	AVINOR AS (NO), AirNav Ireland-ATS Provider (IE), EANS (EE), Fintraffic ANS (FI), LFV (SE), LGS (LV), NATS (UK), Naviair (DK)	2015 - 2024	Work in progress	L3: AOM21.2
CONCERTO Solution 2	Borealis Alliance, DLR, EANS (EE), EUROCONTROL, IcelandAir, Thales	Planning in progress	Project started 2023. Implementation planned 2023-2026	-
EANS Support to ACADIA (2022_014_AF5)	EANS (EE), EUROCONTROL	Project ongoing	Implementation plan established and subtask 2 achieved.	L3: INF10.7, INF10.6, INF10.8

4 Cooperation Activities

4.1 FAB Coordination

NEFAB

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

This cooperation includes:

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

4.2 Multinational Cooperation Initiatives

Borealis FRA

The Borealis Alliance is the industrial partnership between 9 European ANSPs - LFV (Sweden), ANS Finland (Finland), Avinor (Norway), Isavia ANS (Iceland), Naviair (Denmark), EANS (Estonia), IAA (Ireland), LGS (Latvia) and NATS (UK). The objective of the Alliance is to enable joint initiatives to improve flight efficiency and reduce environmental impact, delivered across the whole area in a move which will also streamline cost of services and operational/technical infrastructure.

Alliance continues to work on Free Route Airspace (FRA) Programme execution to create a multi-FAB FRA by establishing interfaces between FRA areas in 3 FABs and Iceland. FRA implementation is still on-going in UK and is expected to complete in 2028.

Meanwhile, the IAA expanded Free Route Airspace (FRA) in 2017 to include Low Level airspace from FL075. In 2019 the Borealis Alliance commenced cross-border FRA between the Maastricht UAC area of responsibility, the DK/SE FAB and the northern part of Germany; and remains open to considering other cross-border proposals should they arise.

Successful FRA implementation in NEFRA airspace enabled the removal of ATS routes in Estonia and Finland. Some other States also consider removal of ATS routes.

FINEST

FINEST is a bilateral cooperation programme between Estonia EANS and Fintraffic ANS intended to respond to the demands of increased air traffic and Single European Sky requirements.

The objective of FINEST is to achieve optimal performance in the areas of service provision, cost-efficiency, capacity, flight efficiency, continuity and safety. This has been expected to be achieved by providing dynamic cross-border service with common technical system infrastructure from two locations.

The project was kicked off in 2018 and since then, both EANS and Fintraffic ANS have been working together, involving also other parties in both countries, to both legally and technically make the service provision in the shared airspace happen. FINEST is planned to be launched in phases. ANSP-s have harmonized the ATM System parameters in 2020, have installed the upgraded version of ATM System TopSky on both sides in spring 2021. At the beginning of 2022 EANS finalized airspace changes which is the enabler for the cross border FINEST project and harmonized operational procedures.

Due to geopolitical situation the approval for the project from MoDs have been delayed as additional concerns were raised. Throughout the year 2023 the dialogue with owners and MoDs were kept open to define the way for approval in the changed geopolitical situation. The cross-border service provision shall be initiated after the final approval from both Sates.

5 Detailed Objectives Implementation progress

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

In 2023, there was a greater focus on meeting the requirements of CP1, and several activities were completed. Yet some projects have got a delay, and some have been postponed (Due to luck of human resource and budget-related issues).

Main Objectives

AOM13.1	**Harmonise Operational Air Traffic (OAT) and General Air Traffic (GAT) Handling** ***Timescales:*** Initial operational capability: 01/01/2012 Full operational capability: 31/12/2018	**56**	**Ongoing**
	-		
Activity should be completed by the end 2024.			**31/12/2024**
REG (By:12/2018)			
Estonian Air Force (MIL)		40%	Ongoing
Estonian national military aviation regulations are in force. Review of IFR OAT harmonisation procedures is postponed to 2024.		-	31/12/2024
Estonian Transport Administration		40%	Ongoing
Objective is in late status. The activity was not completed in 2023 due to ongoing lack of HUM resources.		-	31/12/2024
ASP (By:12/2018)			
EANS		100%	Completed
Objective activities completed by EANS.		-	28/02/2022
Estonian Air Force (MIL)		100%	Completed
Estonian national military aviation regulations are in force. TRG is done.		-	31/12/2021
MIL (By:12/2018)			
Estonian Air Force (MIL)		20%	Ongoing
Estonian AF will connect national route structures and arrangements to form a flexible system facilitating OAT-IFR cross-border flights across Europe and implement harmonized military flight planning for OAT cross-border operations.		-	31/12/2024

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

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

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

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

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

SDP 3.2.2 AOM21.3	**Enhanced Free Route Airspace Operations** ***Timescales:*** Initial Operational Capability: 01/01/2021 Full Operational Capability / Target Date: 31/12/2025	**100**	**Completed**
- The neighbouring countries with which they have cross-border FRA operations (being) implemented: Latvia, Finland, Sweden. - The TMAs with which FRA connectivity to TMAs (being) implemented: Helsinki TMA ja Tallinn TMA. - Time limitations: NIL - Flight Level: FL095+ excl Tallinn TMA ja Helsinki TMA - Published Constraints: restrictions Estonian AIP ENR3.3, ENR1 FRA General procedures, ENR 3.5, ENR4.4 (FRA relevance). - Area of Responsibility: Tallinn FIR, NEFRA		-	23/04/2020

AOP04.1	**Advanced Surface Movement Guidance and Control System A-SMGCS Surveillance Service (former ICAO Level 1)** ***Timescales:*** Initial operational capability: 01/01/2007 Full operational capability: 31/12/2020	**100**	**Completed**
EETN - Tallinn Airport			
A-SMGCS Level 1 system is implemented on 10 February 2011.			**31/12/2013**
REG (By:12/2010)			
Estonian Transport Administration		100%	Completed
Transponder operating procedures are published in the AIP.		-	31/12/2013
ASP (By:01/2021)			
EANS		100%	Completed
A-SMGCS system on the Tallinn airport is implemented on February, 10 2011.		-	28/02/2011
APO (By:01/2021)			
TALLINN AIRPORT Ltd.		100%	Completed
A-SMGCS system on the Tallinn airport is implemented on February 10 2011.		-	28/02/2011

AOP04.2	**Advanced Surface Movement Guidance and Control System (A-SMGCS) Runway Monitoring and Conflict Alerting (RMCA) (Airport Safety Support Service = former ICAO Level 2)** ***Timescales:*** Initial operational capability: 01/01/2021 Full operational capability: 31/12/2025	**100**	**Completed**
EETN - Tallinn Airport			
A-SMGCS Level II system at Tallinn Airport is implemented on 10 February 2011.			**28/02/2011**
ASP (By:12/2025)			
EANS		100%	Completed
A-SMGCS Level II system at the Tallinn airport is implemented on 10 February 2011.		-	28/02/2011
APO (By:12/2025)			
TALLINN AIRPORT Ltd.		100%	Completed
A-SMGCS Level II system at Tallinn Airport is implemented on 10 February 2011.		-	28/02/2011

AOP05	**Airport Collaborative Decision Making (A-CDM)** ***Timescales:*** Initial operational capability: 01/01/2004 Full operational capability: 31/12/2020	**1**	**Ongoing**
EETN - Tallinn Airport			

AOP05	**Airport Collaborative Decision Making (A-CDM)** ***Timescales:*** Initial operational capability: 01/01/2004 Full operational capability: 31/12/2020	**1**	**Ongoing**
EANS and Tallinn airport postponed the implementation of A-CDM at Tallinn aerodrome. A-CDM should be implemented in the frame of project Airport 4.0.			**31/12/2030**
ASP (By:01/2021)			
EANS		0%	Not yet planned
The full implementation of A-CDM is currently not planned, and a more detailed analysis is planned in 2025.		Tallinn Airport A-CDM implementation project	-
APO (By:01/2021)			
TALLINN AIRPORT Ltd.		2%	Ongoing
The full implementation of A-CDM is currently not planned. More detailed analysis is planned in 2025.		Tallinn Airport A-CDM implementation project	31/12/2030

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

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

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

SDP 2.2.2 AOP11.2	**Extended Airport Operations Plan** ***Timescales:*** - not applicable -	**0**	**Not Applicable**
TALLINN AIRPORT Ltd.		0%	Not Applicable
EETN is non-CP1 Airport.		-	-

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

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

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

ATC02.8	**Ground-Based Safety Nets** ***Timescales:*** Initial operational capability: 01/01/2009 Full operational capability: 31/12/2021	**100**	**Completed**
-			
System is ready for use, but no demand, thereof ATC TRG NA also. Planned activation date is unknown.			**31/12/2022**
ASP (By:12/2021)			
EANS		100%	Completed

ATC02.8	**Ground-Based Safety Nets** ***Timescales:*** Initial operational capability: 01/01/2009 Full operational capability: 31/12/2021	**100**	**Completed**
MSAW and APM functions are technically available in ATM system, however, due to no operational demand and low ground structure, there is no need to activate MSAW and APM functions. APW function is implemented.		-	31/12/2022

ATC07.1	**AMAN Tools and Procedures** ***Timescales:*** - not applicable -	**0**	**Not Applicable**
EETN - Tallinn Airport			
There is no operational need for basic AMAN. No forecast indicating the need. However, EANS is using AMAN for Helsinki inbound traffic and affected by ESSA extended AMAN plans.			**-**
ASP (By:01/2020)			
EANS		0%	Not Applicable
There is no operational need for basic AMAN. No forecast indicating the need. However, we are using AMAN for Helsinki inbound traffic and affected by ESSA extended AMAN plans.		-	-

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

ATC15.1	**Information Exchange with En-route in Support of AMAN** ***Timescales:*** Initial operational capability: 01/01/2012 Full operational capability: 31/12/2019	**100**	**Completed**
-			
In En-Route operations, information exchange mechanisms, tools and procedures are implemented.			**31/01/2017**
ASP (By:12/2019)			
EANS		100%	Completed
In En-Route operations, information exchange mechanisms, tools and procedures are implemented.		-	31/01/2017

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

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

SDP 6.1.2 ATC23	**Initial Air-Ground Trajectory Information Sharing (Ground Domain)** ***Timescales:*** Initial Operational Capability: 01/01/2024 Full Operational Capability / Target Date: 31/12/2027	**0**	**Not yet planned**
-			
The objective is not planned yet.			**-**
ASP (By:12/2027)			
EANS		0%	Not yet planned
The objective is not planned yet.		-	-

SDP 6.3.1 ATC25	**Initial Trajectory Information Sharing ground distribution** ***Timescales:*** Initial Operational Capability: 01/01/2024 Full Operational Capability / Target Date: 31/12/2027	**0**	**Not yet planned**
-			
Not yet planned.			**-**
ASP (By:12/2027)			
EANS		0%	Not yet planned
Not yet planned. Currently we are looking into the possibility to join the ACDLS.		-	-

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

COM11.1	**Voice over Internet Protocol (VoIP) in En-Route** ***Timescales:*** Initial operational capability: 01/01/2013 Full operational capability: 31/12/2021	**100**	**Completed**
-			
The VCS project was completed by 23. March 2023.			**23/03/2023**
ASP (By:12/2021)			

EANS	100%	Completed
The VCS project completed. The new MAIN VoIP VCS and B-up VCS are operational.	-	23/03/2023

COM11.2	**Voice over Internet Protocol (VoIP) in Airport/Terminal** ***Timescales:*** Initial operational capability: 01/01/2013 Full operational capability: 31/12/2023	**100**	**Completed**
	-		
Activities are completed, related to the development of remote tower. EETU AD remote Aerodrome Flight Information Service is certified on 20.04.2023.			**20/04/2023**
ASP (By:12/2023)			
EANS		100%	Completed
Activities are completed, related to the development of remote tower.		-	20/04/2023

COM12	**New Pan-European Network Service (NewPENS)** ***Timescales:*** Initial operational capability: 01/01/2018 Full operational capability: 31/12/2024	**100**	**Completed**
	-		
CPA has been signed. EANS migrated to NewPENS in July 2019. AD has announced on JAN 2021, that they have no plans to migrate into the NewPENS.			**31/07/2019**
ASP (By:12/2024)			
EANS		100%	Completed
EANS migrated to NewPENS in July 2019.		-	31/07/2019
APO (By:12/2024)			
TALLINN AIRPORT Ltd.		0%	Not Applicable
AD has no plans to migrate into the NewPENS.		-	-

ENV01	**Continuous Descent Operations (CDO)** ***Timescales:*** Initial operational capability: 01/07/2007 Full operational capability: 31/12/2023	**100**	**Completed**
	EETN - Tallinn Airport		
CDO and P-RNAV procedures were implemented in Tallinn TMA 30 May 2013. Performance monitoring is done.			**31/12/2023**
ASP (By:12/2023)			
EANS		100%	Completed
EANS implemented P-RNAV and CDO techniques in May 2013. Performance monitoring by ANSP side is done via Eurocontrol site https://ansperformance.eu/ and also in cooperation with Tallinn Airport.		-	31/12/2023
APO (By:12/2023)			
TALLINN AIRPORT Ltd.		100%	Completed
Monitoring of performance is established, data received from EANS.		-	31/12/2017

FCM03	**Collaborative Flight Planning** ***Timescales:*** Initial operational capability: 01/01/2000 Full operational capability: 31/12/2022	**100**	**Completed**
	-		

Functionality installed and available but problems so far at NM within automatically processing and firmly specifying the use of AFP-messages in the Free Route Airspace environment causes that full FoC implementation of collaborative flight planning. Though all functionality has been installed according to spec, the interoperability between Thales TopSky and NM system has not been achieved due to complicated FRA operations environment, not fully covered at NM.		**01/01/2023**
ASP (By:12/2022)		
EANS	100%	Completed
Functionality installed and available but problems so far at NM within automatically processing and firmly specifying the use of AFP-messages in the Free Route Airspace environment causes that full FoC implementation of collaborative flight planning. Though all functionality has been installed according to spec, the interoperability between Thales TopSky and NM system has not been achieved due to complicated FRA operations environment, not fully covered at NM.	-	01/01/2023

SDP 4.1.1 FCM04.2	**Enhanced Short Term ATFCM Measures** ***Timescales:*** Initial operational capability: 01/11/2017 Full Operational Capability / Target Date: 31/12/2022	**100**	**Completed**
	-		
STAM is in operational use in accordance to NM CHMI and related training package.			**30/06/2023**
ASP (By:12/2022)			
EANS		100%	Completed
EANS is using NM STAM software tool, and all the needed trainings are completed.		-	30/06/2023

SDP 4.3.1 FCM06.1	**Automated Support for Traffic Complexity Assessment and Flight Planning interfaces** ***Timescales:*** Initial Operational Capability: 01/01/2021 Full Operational Capability / Target date: 31/12/2022	**100**	**Completed**
	-		
ANSP EANS relies to NM system support & development and is using CHMI and NMP Flow application. Processing of APL and ACL messages is completed.			**31/12/2023**
ASP (By:12/2022)			
EANS		100%	Completed
EANS relies to NM system support & development and is using CHMI and NMP Flow application. Processing of APL and ACL messages is completed.		-	31/12/2023

SDP 4.2.1 FCM10	**Interactive Rolling NOP** ***Timescales:*** Initial Operational Capability: 01/01/2021 Full Operational Capability / Target Date: 31/12/2023	**100**	**Completed**
	-		
Objective FCM10 does not apply to Tallinn Airport, therefore SLoA FCM10-APO01 is marked N/A. Which brings FCM10 to 'Completed'.			**30/06/2023**
ASP (By:12/2023)			
EANS		100%	Completed
CHMI updates and related trainings done.		-	30/06/2023
APO (By:12/2023)			

SDP 4.2.1 FCM10	**Interactive Rolling NOP** ***Timescales:*** Initial Operational Capability: 01/01/2021 Full Operational Capability / Target Date: 31/12/2023	**100**	**Completed**
TALLINN AIRPORT Ltd.		0%	Not Applicable
According to NEFAB Bilateral meeting information, objective FCM10 does not apply to Tallinn Airport.		-	-

SDP 4.2.2 FCM11.1	**Initial AOP/NOP Information Sharing** ***Timescales:*** - not applicable -	**0**	**Not Applicable**
EETN - Tallinn Airport			
EETN AD is non-CP1, N/A according to MPL3 Plan 2023 Technical Annex, Annex 3. Nevertheless A-CDM for EETN AD is still in plans, more detailed information is expected to come on 2025.			**-**
ASP (By:12/2023)			
EANS		0%	Not Applicable
Outside applicability area.		-	-
APO (By:12/2023)			

SDP 4.4.1 FCM11.2	**AOP/NOP integration** ***Timescales:*** - not applicable -	**0**	**Not Applicable**
EETN - Tallinn Airport			
EETN AD is non-CP1 Airport, N/A according to MPL3 Plan 2023 Technical Annex 3.			**-**
ASP (By:12/2027)			
EANS		0%	Not Applicable
Outside applicability area.		-	-
APO (By:12/2027)			

INF07	**Electronic Terrain and Obstacle Data (eTOD)** ***Timescales:*** Initial operational capability: 01/11/2014 Full operational capability: 31/12/2018	**6**	**Ongoing**
-			
Process is in late status due to constant lack of human resources in NSA. Electronic TOD should be established by 31 December 2024.			**31/12/2025**
REG (By:01/2019)			
Estonian Transport Administration		8%	Ongoing
Process is in late status due to constant lack of human resources in NSA. Electronic TOD should be established by 31 December 2024.		-	31/12/2024
ASP (By:01/2019)			
EANS		5%	Ongoing
No progress compared to last year, EANS cannot continue any activity before National TOD Policy is available.		-	31/12/2025
APO (By:01/2019)			
TALLINN AIRPORT Ltd.		5%	Ongoing
All AO related activities will be performed after National TOD Policy is available.		-	31/12/2025

SDP 5.2.1 INF10.2	**Stakeholders' SWIM PKI and cyber security** ***Timescales:*** Initial Operational Capability: 01/01/2021 Full Operational Capability / Target Date: 31/12/2025	**13**	**Ongoing**
	-		
Process is slowly ongoing.			**31/12/2025**
ASP (By:12/2025)			
EANS		8%	Ongoing
EANS will be using the EACP solution.		-	31/12/2024
APO (By:12/2025)			
TALLINN AIRPORT Ltd.		0%	Not yet planned
AD has not yet decided, with what to go further and how. Discussions with other local Stakeholders are ongoing.		-	-
MET (By:12/2025)			
Estonian Environment Agency		18%	Ongoing
NIL		-	31/12/2025

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

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

SDP 5.3.1 INF10.5	**Aeronautical Information Exchange - Airspace Reservation (ARES)** ***Timescales:*** Initial Operational Capability: 01/01/2021 Full Operational Capability / Target Date: 31/12/2025	**3**	**Ongoing**
	-		
LARA is in use. ARES info is visible to all LARA customers who have access to LARA. ANSP is waiting for release v5, when LARA will enable to implement the full scope of ARES exchanges via SWIM.			**31/12/2024**
ASP (By:12/2025)			
EANS		3%	Ongoing

LARA is used. ARES info is visible to all LARA customers who have access to LARA. Systems are used according to their installation. Waiting for release v5, when LARA will enable to implement the full scope of ARES exchanges via SWIM.	-	31/12/2024

SDP 5.3.1 INF10.6	**Aeronautical Information Exchange – Digital NOTAM service** ***Timescales:*** Initial Operational Capability: 01/01/2021 Full Operational Capability / Target Date: 31/12/2025	**64**	**Ongoing**
-			
Will be implemented with SWIM and information exchange system developments, systems planned to be ready 2025.			**31/12/2025**
ASP (By:12/2025)			
EANS		0%	Planned
EANS is participating in project ACADIA to ensure accordance. Activities started in 2023 and objective is planned to be in operational use by 2025.		EANS Support to ACADIA	31/12/2025
AIS (By:12/2025)			
EANS		80%	Ongoing
EANS is participating in project ACADIA to ensure accordance. Activities are ongoing in the project plan.		EANS Support to ACADIA	31/12/2025

SDP 5.3.1 INF10.7	**Aeronautical Information Exchange - Aerodrome mapping service** ***Timescales:*** Initial Operational Capability: 01/01/2021 Full Operational Capability / Target Date: 31/12/2025	**0**	**Ongoing**
-			
Outside of the area of applicability. Nevertheless ANSP is participating in the ACADIA project and aerodrome mapping service is also in the scope.			**31/12/2025**
AIS (By:12/2025)			
EANS		10%	Ongoing
EANS is participating in the ACADIA project and aerodrome mapping service is also in the scope.		EANS Support to ACADIA	31/12/2025

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

SDP 5.4.1 INF10.9	**Meteorological Information Exchange - Volcanic Ash Mass Concentration information service** ***Timescales:*** Initial Operational Capability: 01/01/2021 Full Operational Capability / Target Date: 31/12/2025	**3**	**Ongoing**
	-		
Implementation should be via ANSP co-operation ready for 31.12.2025.			**31/12/2025**
ASP (By:12/2025)			
EANS		0%	Planned
We are planning system upgrades to consume SWIM MET services, depends on MET service provider.		-	31/12/2025
MET (By:12/2025)			
Estonian Environment Agency		3%	Ongoing
We are planning system upgrades to provide SWIM MET services, potential cooperation with NamCon countries to be clarified during 2024. For the Volcanic Ash Mass Concentration Information Service, it is clarified that this information will be provided in SWIM format by the VAACs. The VAACs expects to be fully operational by 2024; ESTEA as MET Provider will contact the UK MET Office and Meteo France in order to discuss the service definition in view of the future consumption of the information.		-	31/12/2025

SDP 5.4.1 INF10.10	**Meteorological Information Exchange - Aerodrome Meteorological information Service** ***Timescales:*** Initial Operational Capability: 01/01/2021 Full Operational Capability / Target Date: 31/12/2025	**47**	**Ongoing**
	-		
SWIM implementation should be ready on 2025. MET ANSP is serving AD and its users as demanded by IR (EU) 2017/373 using TAC/IWXXM.			**31/12/2025**
ASP (By:12/2025)			
EANS		0%	Planned
Depends on MET service provider.		-	31/12/2025
APO (By:12/2025)			
TALLINN AIRPORT Ltd.		0%	Planned
AS Tallinna Lennujaam (Tallinn Airport Ltd.) is not MET service provider, the service is provided by Environmental Agency (Keskkonnaagentuur) from August 2020.		-	31/12/2024
MET (By:12/2025)			
Estonian Environment Agency		53%	Ongoing
MET ANSP is serving AD and its users as demanded by IR (EU) 2017/373 using TAC/IWXXM.		-	31/12/2025

SDP 5.4.1 INF10.11	**Meteorological Information Exchange - En-Route and Approach Meteorological information service** ***Timescales:*** Initial Operational Capability: 01/01/2021 Full Operational Capability / Target Date: 31/12/2025	**5**	**Ongoing**
	-		
SWIM implementation should be ready in 2025.			**31/12/2025**
ASP (By:12/2025)			
EANS		0%	Planned
We are planning system upgrades to consume SWIM MET services.		-	31/12/2025
MET (By:12/2025)			
Estonian Environment Agency		7%	Ongoing
We are planning to provide services accordingly SWIM MET services, potential cooperation within NamCon countries for development.		-	31/12/2025

SDP 5.4.1 INF10.12	**Meteorological Information Exchange - Network Meteorological Information** ***Timescales:*** Initial Operational Capability: 01/01/2021 Full Operational Capability / Target Date: 31/12/2025	**0**	**Planned**
-			
SWIM PKI etc. implementation should be ready in 2025. ATS ANSP is planning to consume SWIM MET services.			**31/12/2025**
ASP (By:12/2025)			
EANS		0%	Planned
We are planning system upgrades to consume SWIM MET services.		-	31/12/2025
MET (By:12/2025)			
Estonian Environment Agency		0%	Not Applicable
ESTEA do not contribute in EUMETNET CBCF, so we are not mandated to provide the service.		-	-

SDP 5.5.1 INF10.13	**Cooperative Network Information Exchange - ATFCM Tactical Updates Service (Airport Capacity and Enroute)** ***Timescales:*** Initial Operational Capability: 01/01/2021 Full Operational Capability / Target Date: 31/12/2025	**0**	**Not Applicable**
-			
Not applicable.			**-**
ASP (By:12/2025)			
EANS		0%	Not Applicable
Applies only if local complexity tool is used. N/A for this monitoring cycle.		-	-

SDP 5.5.1 INF10.14	**Cooperative Network Information Exchange – Flight Management Service (Slots and NOP/AOP integration)** ***Timescales:*** Initial Operational Capability: 01/01/2021 Full Operational Capability / Target Date: 31/12/2025	**0**	**Not Applicable**
-			
As per SDM instructions, Estonia is not mandated to implement iAOP/eAOP (Tallinn Airport is exempted from the implementation of (i)AOP). Thereof this objective is reported as Not Applicable,			**-**
ASP (By:12/2025)			
EANS		0%	Not Applicable
As per SDM instructions as Estonia is not mandated to implement iAOP/eAOP, this Objective can be reported as Not Applicable.		-	-
APO (By:12/2025)			
TALLINN AIRPORT Ltd.		0%	Not Applicable
Not planned either.		-	-

SDP 5.5.1 INF10.15	**Cooperative Network Information Exchange – Measures Service (Traffic Regulation)** ***Timescales:*** Initial Operational Capability: 01/01/2021 Full Operational Capability / Target Date: 31/12/2025	**0**	**Not Applicable**
-			
Not applicable.			**-**
ASP (By:12/2025)			

EANS	0%	Not Applicable
Applies only if local complexity tool is used. N/A for this monitoring cycle.	-	-

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

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

SDP 5.6.1 INF10.19	**Flight Information Exchange (Yellow Profile) - Flight Data Request Service** ***Timescales:*** Initial Operational Capability: 01/01/2021 Full Operational Capability / Target Date: 31/12/2025	**0**	**Planned**
-			
Planned to reach objective according to SP activities.			**31/12/2030**
ASP (By:12/2025)			
EANS		0%	Planned

SDP 5.6.1 INF10.19	**Flight Information Exchange (Yellow Profile) - Flight Data Request Service** ***Timescales:*** Initial Operational Capability: 01/01/2021 Full Operational Capability / Target Date: 31/12/2025	**0**	**Planned**
Planned to consume NM B2B services: - ARO briefing systems by 2024 - activities ongoing. - ATM systems: TWR systems 2028 (according to CP1 not an obligation) and ACC 2030 - activities planned. ATM system provider not fully decided. - rTWR: TBD (according to CP1 not an obligation). ARO systems: The system will be extended to support the submission of FPL and update messages via NM B2B using their FF-ICE services. The following transformations are done from current message input to service: FilingService: FPL: FiledFlightPlanRequest CHG: FlightPlanUpdateRequest DLA: FlightPlanUpdateRequest CNL: FlightPlanCancellationRequest TrialService: FPL validation only: TrialRequest FlightDataRequestService: RQP: FlightDataRequest RQS: FlightDataRequest NotificationService: DEP: FlightDepartureRequest ARR: FlightArrivalRequest When in the Center Terminal a message with above type is sent to the IFPS, then the corresponding B2B service is used for transmitting the data via FFICE service instead of AFTN/AMHS message. A system parameter allows to enable/disable the submission of the data via NM B2B. When disabled the message is sent out in the traditional way via AFTN/AMHS ICAO text messages.	-	31/12/2030	

SDP 5.6.1 INF10.20	**Flight Information Exchange (Yellow Profile) - Notification Service** ***Timescales:*** Initial Operational Capability: 01/01/2021 Full Operational Capability / Target Date: 31/12/2025	**0**	**Planned**
-			
Planned according to SP activities.			**31/12/2030**
ASP (By:12/2025)			
EANS		0%	Planned

SDP 5.6.1 INF10.20	**Flight Information Exchange (Yellow Profile) - Notification Service** ***Timescales:*** Initial Operational Capability: 01/01/2021 Full Operational Capability / Target Date: 31/12/2025	**0**	**Planned**
Planned to consume NM B2B services (ATM systems and ARO briefing). - ARO briefing systems by 2025 - activities ongoing. - ATM systems: TWR systems 2028 (not CP1 obligation) and ACC 2030 - activities planned (ATM system provider not fully decided). - rTWR: TBD (not CP1 obligation). ARO systems: The system will be extended to support the submission of FPL and update messages via NM B2B using their FF-ICE services. The following transformations are done from current message input to service: FilingService: FPL: FiledFlightPlanRequest CHG: FlightPlanUpdateRequest DLA: FlightPlanUpdateRequest CNL: FlightPlanCancellationRequest TrialService: FPL validation only: TrialRequest FlightDataRequestService: RQP: FlightDataRequest RQS: Flight Data Request NotificationService: DEP: FlightDepartureRequest ARR: FlightArrivalRequest When in the Center Terminal a message with above type is sent to the IFPS, then the corresponding B2B service is used for transmitting the data via FFICE service instead of AFTN/AMHS message. A system parameter allows to enable/disable the submission of the data via NM B2B. When disabled the message is sent out in the traditional way via AFTN/AMHS ICAO text messages.	-	31/12/2030	

SDP 5.6.1 INF10.21	**Flight Information Exchange (Yellow Profile) - Data Publication Service** ***Timescales:*** Initial Operational Capability: 01/01/2021 Full Operational Capability / Target Date: 31/12/2025	**0**	**Planned**
-			
Planned according to SP activities.			**31/12/2030**
ASP (By:12/2025)			
EANS		0%	Planned

SDP 5.6.1 INF10.21	**Flight Information Exchange (Yellow Profile) - Data Publication Service** ***Timescales:*** Initial Operational Capability: 01/01/2021 Full Operational Capability / Target Date: 31/12/2025	**0**	**Planned**
Planned to consume NM B2B services (ATM systems and ARO briefing). ARO systems will be ready by 2025, ATM systems by 2030. ARO systems: The system will be extended to support the submission of FPL and update messages via NM B2B using their FF-ICE services. The following transformations are done from current message input to service: FilingService: FPL: FiledFlightPlanRequest CHG: FlightPlanUpdateRequest DLA: FlightPlanUpdateRequest CNL: FlightPlanCancellationRequest TrialService: FPL validation only: TrialRequest FlightDataRequestService: RQP: FlightDataRequest RQS: FlightDataRequest NotificationService: DEP: FlightDepartureRequest ARR: FlightArrivalRequest When in the Center Terminal a message with above type is sent to the IFPS, then the corresponding B2B service is used for transmitting the data via FFICE service instead of AFTN/AMHS message. A system parameter allows to enable/disable the submission of the data via NM B2B. When disabled the message is sent out in the traditional way via AFTN/AMHS ICAO text messages.	-	31/12/2030

SDP 5.6.1 INF10.23	**Flight Information Exchange (Yellow Profile) - Extended AMAN SWIM Service** ***Timescales:*** Initial Operational Capability: 01/01/2021 Full Operational Capability / Target Date: 31/12/2025	**0**	**Not Applicable**
	-		
N/A as there are no domestic airports to which this applies (EETN AD is not CP1 AD).			-
ASP (By:12/2025)			
EANS		0%	Not Applicable
N/A as there are no domestic airports to which this applies.		-	-

ITY-ACID	**Aircraft Identification** ***Timescales:*** Entry into force of the Regulation: 13/12/2011 System capability: 02/01/2020	**92**	**Ongoing**
	-		
EANS have sent template for Mode S Declaration to NM on 30/01/2020, confirming that Mode S is implemented in Tallinn FIR above FL95. System will be fully implemented when neighbouring ANSP-s have the capability as well.			**31/12/2024**

ITY-ACID	**Aircraft Identification** ***Timescales:*** Entry into force of the Regulation: 13/12/2011 System capability: 02/01/2020	**92**	**Ongoing**
ASP (By:01/2020)			
EANS		92%	Ongoing
EANS have sent template for Mode S Declaration to NM on 30/01/2020, confirming that Mode S is implemented in Tallinn FIR above FL95. According to the response from NM, the system can only be implemented when neighbouring countries are ready. Will be fully implemented when neighbouring ANSP-s have the capability.		-	31/12/2024

ITY-AGDL	**Initial ATC Air-Ground Data Link Services** ***Timescales:*** Entry into force: 06/02/2009 ATS unit operational capability: 05/02/2018 Aircraft capability: 05/02/2020	**100**	**Completed**
-			
Estonia implemented CPDLC in Tallinn FIR in June 2018. LOF and NAN implementation finished 30.12.2021.			**30/12/2021**
REG (By:02/2018)			
Estonian Transport Administration		100%	Completed
ECAA will ensure the processing and the distribution of the information on the data link capability by the IFPS.		-	30/04/2018
ASP (By:02/2018)			
EANS		100%	Completed
Implementation was finished in June 2018 (SITA 06.04.2018, ARINC 28.06.2018). Procedures implementing the Next Authority process is implemented with Sweden, Finland (2021) and Latvia (2021).		Air-ground data link implementation	30/12/2021
MIL (By:01/2019)			
Estonian Air Force (MIL)		0%	Not Applicable
Data link capability is not required.		-	-

ITY-AGVCS2	**8,33 kHz Air-Ground Voice Channel Spacing below FL195** ***Timescales:*** Entry into force: 07/12/2012 New and upgraded radio equipment: 17/11/2013 New or upgraded radios on State aircraft: 01/01/2014 Interim target for freq. conversions: 31/12/2014 All radio equipment: 31/12/2017 All frequencies converted: 31/12/2018 State aircraft equipped, except those notified to EC: 31/12/2018 State aircraft equipped, except those exempted [Art 9(11)]: 31/12/2020	**100**	**Completed**
-			
Tallinn FIR radio renewed according to Implementing Regulation (EU) No 1079/2012 in December 2015. 31 frequencies converted on 02/01/2020. Estonia has 61 frequencies, from which 49 are converted as of 03/01/2020 (was reported to SAFIRE Data base). 9 frequencies are exempted (shall be converted on 2027), 3 are international frequencies, which should not be converted.			**02/01/2020**
REG (By:12/2018)			
Estonian Transport Administration		100%	Completed
Tallinn FIR radio renewed according to Implementing Regulation (EU) No 1079/2012 in December 2015. Frequency converted on 02/01/2020.		-	02/01/2020
ASP (By:12/2018)			

ITY-AGVCS2	**8,33 kHz Air-Ground Voice Channel Spacing below FL195** ***Timescales:*** Entry into force: 07/12/2012 New and upgraded radio equipment: 17/11/2013 New or upgraded radios on State aircraft: 01/01/2014 Interim target for freq. conversions: 31/12/2014 All radio equipment: 31/12/2017 All frequencies converted: 31/12/2018 State aircraft equipped, except those notified to EC: 31/12/2018 State aircraft equipped, except those exempted [Art 9(11)]: 31/12/2020	**100**	**Completed**
EANS		100%	Completed
Frequency converted on 02/01/2020.		-	02/01/2020
MIL (By:12/2020)			
Estonian Air Force (MIL)		100%	Completed
All of the State aircraft are equipped with 8,33 kHz radios.		-	31/12/2018
APO (By:12/2018)			
TALLINN AIRPORT Ltd.		100%	Completed
There are 2 working channels on EETN AD, what are converted accordingly. REF EST AIP AD 2.EETN, EETN AD 2.18. Non-8,33 kHz equipped vehicles do not communicate with aircrafts.		-	02/01/2020
Estonian Air Force (MIL)		0%	Not Applicable
NATO combined frequency requirements will maintain the 122,100 MHz frequency in 25 kHz channel spacing until a suitable alternative is found.		-	-

ITY-FMTP	**Common Flight Message Transfer Protocol (FMTP)** ***Timescales:*** Entry into force of regulation: 28/06/2007 All EATMN systems put into service after 01/01/09: 01/01/2009 All EATMN systems in operation by 20/04/11: 20/04/2011 Transitional arrangements: 31/12/2012 Transitional arrangements when bilaterally agreed between ANSPs: 31/12/2014	**100**	**Completed**
-			
A common flight message transfer protocol (FMTP) is implemented during a major system upgrade. However, IPver6 is not fully implemented. Connections with Malmö and Stockholm of Sweden are operational since August 2015.			**31/12/2018**
ASP (By:12/2014)			
EANS		100%	Completed
Completed.		-	31/12/2018
MIL (By:12/2014)			
Estonian Air Force (MIL)		0%	Not Applicable
Military ATC do not provide RADAR services		-	-

NAV03.1	**RNAV 1 in TMA Operations** ***Timescales:*** Initial operational capability: 01/01/2001 One SID and STAR per instrument RWY, where established: 25/01/2024 All SIDs and STARs per instrument RWY, where established: 06/06/2030	**97**	**Ongoing**
EETN - Tallinn Airport			

RNAV 1 procedures and CDA in Tallinn TMA implemented on 30 May 2013. Estonia's PBN Implementation (transition) plan has successfully passed consultation with Estonian Stakeholders and with Network Manager (NM). The Plan has also been commented by IATA. PBN Implementation Plan Ver 1.0 document was approved by CAA and communicated to the neighbouring ATC Centres. Navigation infrastructure rationalization project was delayed due to economic crises caused by COVID 19, project is ongoing.		**21/03/2024**
REG (By:06/2030)		
Estonian Transport Administration	100%	Completed
The transition plan for PBN is approved by NSA in DEC 2020.	Navigation Infrastructure Rationalisation	31/12/2020
ASP (By:06/2030)		
EANS	96%	Ongoing
Estonia's PBN Implementation (transition) plan has successfully passed consultation with Estonian Stakeholders and with Network Manager (NM). The Plan has also been commented by IATA. PBN Implementation Plan Ver 1.0 document was approved by CAA and communicated to the neighbouring ATC Centres. Navigation infrastructure rationalisation project is ongoing.	Navigation Infrastructure Rationalisation	21/03/2024

NAV03.2	**RNP 1 in TMA Operations** ***Timescales:*** - not applicable -	**0**	**Not Applicable**
EETN - Tallinn Airport			
There is no intention to Implement it because it is not justified particularly in terms of the cost/benefit ratio as RNAV1 is considered to be sufficient.			**-**
REG (By:06/2030)			
Estonian Transport Administration		0%	Not Applicable
There is no intention to Implement it because it is not justified particularly in terms of the cost/benefit ratio as RNAV1 is considered to be sufficient.		-	-
ASP (By:06/2030)			
EANS		0%	Not Applicable
There is no intention to Implement it because it is not justified particularly in terms of the cost/benefit ratio as RNAV1 is considered to be sufficient.		-	-

NAV10	**RNP Approach Procedures to instrument RWY** ***Timescales:*** Initial operational capability: 01/06/2011 Instrument RWY ends without precision approach in EU SES States.: 03/12/2020 Instrument RWY ends served by precision approach.: 25/01/2024	**100**	**Completed**
EETN - Tallinn Airport			
RNP APCH procedures are published and implemented at EETN, EEKE, EEKA, EEPU and EETU aerodromes. **EANS PBN Transition plan has been drafted and submitted to CAA and MIL.**			**21/04/2022**
REG (By:01/2024)			
Estonian Transport Administration		100%	Completed
The national PBN plan is approved by NSA in DEC 2020.		-	31/12/2020
ASP (By:01/2024)			
EANS		100%	Completed

NAV10	**RNP Approach Procedures to instrument RWY** ***Timescales:*** Initial operational capability: 01/06/2011 Instrument RWY ends without precision approach in EU SES States.: 03/12/2020 Instrument RWY ends served by precision approach.: 25/01/2024	**100**	**Completed**
RNP APCH procedures are published and implemented at EETN, EEKE, EEKA, EETU and EEPU aerodromes. PBN Implementation (transition) plan is approved by ECAA.		RNP APCH procedures implementation on EETN aerodrome	21/04/2022

NAV12	**ATS IFR Routes for Rotorcraft Operations** ***Timescales:*** Rotorcraft RNP0.3, RNP1 or RNAV1 ATS routes above FL150, where established.: 03/12/2020 One rotorcraft RNP0.3, RNP01 or RNAV1 SID and STAR per instrument RWY, where established.: 25/01/2024 Rotorcraft RNP0.3, RNP1 or RNAV1 ATS routes below FL150, where established.: 25/01/2024 All rotorcraft RNP0.3, RNP01 or RNAV1 SIDs and STARs per instrument RWY, where established.: 06/06/2030	**0**	**Not Applicable**
-			
Tallinn FIR is FRA. ATS IFR routes for rotorcraft operation implementation are not planned.			**-**
REG (By:06/2030)			
Estonian Transport Administration		0%	Not Applicable
Tallinn FIR is FRA. ATS IFR routes for rotorcraft operation implementation are not planned, no demand, too exiguous IFR rotocraft traffic.		-	-
ASP (By:06/2030)			
EANS		0%	Not Applicable
LLR procedures only in Tallinn CTR are completed. No other plans to implement.		-	-

Additional Objectives for ICAO ASBU Monitoring

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

ATC02.2	**Implement ground based safety nets - Short Term Conflict Alert (STCA) - level 2 for en-route operations** ***Timescales:*** Initial operational capability: 01/01/2008 Full operational capability: 31/01/2013	**100**	**Completed**
	-		
STCA Level II function was implemented in 2012 and safety assessment was performed. Safety oversight was conducted on time.			**31/12/2012**
ASP (By:01/2013)			
EANS		100%	Completed
The EUROCAT 2000 System has STCA implemented and operational (Initial Operational Capability). The STCA Level 2 was implemented and operational since 2002. FOC was implemented in March 2012.		-	31/12/2012

ATC02.9	**Short Term Conflict Alert (STCA) for TMAs** ***Timescales:*** Initial operational capability: 01/01/2018 Full operational capability: 31/12/2020	**100**	**Completed**
	-		
STCA function is implemented.			**31/12/2012**
ASP (By:12/2020)			
EANS		100%	Completed
STCA function is implemented.		-	31/12/2012

ATC16	**Implement ACAS II compliant with TCAS II change 7.1** ***Timescales:*** Initial operational capability: 01/03/2012 Full operational capability: 31/12/2015	**100**	**Completed**
	-		
ACAS II compliant with TCAS II change 7.1 is implemented on time.			**04/01/2019**
REG (By:12/2015)			
Estonian Transport Administration		100%	Completed
ECAA has supervised compliance with regulatory provisions for ACAS II (TCAS II version 7.1).		-	31/12/2015
ASP (By:03/2012)			
EANS		100%	Completed
The ATC staff was trained in December 2015.		-	31/12/2015
MIL (By:12/2015)			
Estonian Air Force (MIL)		100%	Completed
Estonian Air Force M-28 transport-type aircraft are TCAS II 7.1 equipped.		-	04/01/2019

COM10.1	**Migrate from AFTN to AMHS (Basic service)** ***Timescales:*** Initial Operational Capability: 01/12/2011 Full Operational Capability: 31/12/2018	**100**	**Completed**
	-		
Existing COM centres are upgraded to provide AMHS capability or implement EATMP Communications Gateway (ECG).			**31/12/2018**
ASP (By:12/2018)			
EANS		100%	Completed
The migration took place in August 2016.		-	31/12/2018

FCM01	**Implement enhanced tactical flow management services** ***Timescales:*** Initial operational capability: 01/08/2001 Full operational capability: 31/12/2006	**100**	**Completed**
	-		
Since May 2008, Estonia is in the IFPS zone. Currently only the FMP is connected to NM. During the major system upgrade, all the requirements were implemented in 2012. FSA, CPR format tuning and testing completed. NM/ETFMS supplies with flight plan related updates that are only available shortly before departure.			**30/06/2015**
ASP (By:07/2014)			
EANS		100%	Completed
All necessary functionalities are installed during system upgrade. Tuning, testing and LoA revision completed.		-	30/06/2015

ITY-COTR	**Implementation of ground-ground automated co-ordination processes** ***Timescales:*** Entry into force of Regulation: 27/07/2006 For putting into service of EATMN systems in respect of notification and initial coordination processes: 27/07/2006 For putting into service of EATMN systems in respect of Revision of Coordination, Abrogation of Coordination, Basic Flight Data and Change to Basic Flight Data: 01/01/2009 To all EATMN systems in operation by 12/2012: 31/12/2012	**100**	**Completed**
	-		
Implementation of G-G automated co-ordination has been finalised within Eurocat 2000 upgrade project in 2012.			**31/12/2012**
ASP (By:12/2012)			
EANS		100%	Completed
OLDI basic messages exchange is implemented. Other ground-ground automated coordination processes and the training of ATC personnel have been performed.		-	31/12/2012
MIL (By:12/2012)			
Estonian Air Force (MIL)		0%	Not Applicable
OLDI not required as EAF currently provides only ADI service. Other ground-ground automated coordination is planned.		-	-

Local Objectives

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

AOP14.1	**Remote Tower Services** ***Applicability and timescale: Local***	**40**	**Ongoing**
EETN - Tallinn Airport			
EANS (not EETN AD) runs rTWR implementation project. - The Remote Tower Center is in Tallinn, in EANS headquarters. Two airports' (Kuressaare and Tartu) remote tower installations are ready, governing body Estonian Transportation Administration has issued aeronautical equipment certificate separately for both installations. Remote tower for Tartu aerodrome went fully operational in April 2023, since then the service has been provided only from the remote tower center in Tallinn. Service validation activities for Kuressaare aerodrome's remote tower started in November 2023. Kuressaare remote tower is expected to be operational in March 2024. - Future: The Remote Tower Centre is planned for all four Estonian regional aerodromes (Tartu, Kuressaare, Kärdla and Pärnu (not planned for EETN AD)). - For daily service provision.			**31/03/2024**
REG (By:)			
Estonian Transport Administration			Ongoing
EANS (not EETN AD) runs rTWR implementation project. - The Remote Tower Center is in Tallinn, in EANS headquarters. Two airports' (Kuressaare and Tartu) remote tower installations are ready, governing body Estonian Transportation Administration has issued aeronautical equipment certificate separately for both installations. Remote tower for Tartu aerodrome went fully operational in April 2023, since then the service has been provided only from the remote tower center in Tallinn. Service validation activities for Kuressaare aerodrome's remote tower (rAFIS) started in November 2023. Kuressaare remote tower is expected to be operational in March 2024. - Future: The Remote Tower Centre is planned for all four Estonian regional aerodromes (Tartu, Kuressaare, Kärdla and Pärnu (not planned for EETN AD)). - For daily service provision.		-	31/03/2024
ASP (By:)			
EANS			Ongoing
EANS (not EETN AD) runs rTWR implementation project. - The Remote Tower Center is in Tallinn, in EANS headquarters. Two airports' (Kuressaare and Tartu) remote tower installations are ready, governing body Estonian Transportation Administration has issued aeronautical equipment certificate separately for both installations. Remote tower for Tartu aerodrome went fully operational in April 2023, since then the service has been provided only from the remote tower center in Tallinn. Service validation activities for Kuressaare aerodrome's remote tower were starting in November 2023. Kuressaare remote tower is expected to be operational in March 2024. - The Remote Tower Centre is planned for all four Estonian regional aerodromes – Tartu, Kuressaare, Kärdla and Pärnu (not planned for EETN AD). - For daily service provision.		-	31/03/2024
APO (By:)			
TALLINN AIRPORT Ltd.			Ongoing

AOP14.1	**Remote Tower Services** ***Applicability and timescale: Local***	**40**	**Ongoing**
EANS (not EETN AD) runs rTWR implementation project. Project is connected to Tallinn Airports Ltd-s activities, since all regional airports are under Tallinn Airport Ltd.		-	31/03/2024

AOP15	**Enhanced traffic situational awareness and airport safety nets for the vehicle drivers** ***Applicability and timescale: Local***	**0**	**Not Applicable**
-			
Not planned.			**-**
REG (By:04/2019)			
Estonian Transport Administration			Not Applicable
Not planned.		-	-
APO (By:)			
TALLINN AIRPORT Ltd.			Not Applicable
Not planned.		-	-

AOP16	**Guidance assistance through airfield ground lighting** ***Applicability and timescale: Local***	**0**	**Not Applicable**
-			
Not planned.			**-**
ASP (By:)			
EANS			Not Applicable
Not planned.		-	-
APO (By:)			
TALLINN AIRPORT Ltd.			Not Applicable
Not planned.		-	-

AOP17	**Provision/integration of departure planning information to NMOC** ***Applicability and timescale: Local***	**0**	**Not Applicable**
-			
NA for State. **EANS and Tallinn airport postponed the implementation of A-CDM at Tallinn aerodrome. A-CDM should be implemented in the frame of project Airport 4.0 and implementation probably not earlier than 31.12.2030.**			**-**
ASP (By:)			
EANS			Not Applicable
EANS and Tallinn airport postponed the implementation of A-CDM at Tallinn aerodrome. A-CDM should be implemented in the frame of project Airport 4.0 and implementation probably not earlier than 31.12.2030.		-	-

AOP18	**Runway Status Lights (RWSL)** ***Applicability and timescale: Local***	**0**	**Not Applicable**
-			
Traffic density does not justify the implementation of the Objective and we`ll keep status N/A.			**-**
REG (By:)			

AOP18	**Runway Status Lights (RWSL)** ***Applicability and timescale: Local***	**0**	**Not Applicable**
Estonian Transport Administration			Not Applicable
Traffic density does not justify the implementation of the Objective.		-	-
ASP (By:)			
EANS			Not Applicable
Traffic density does not justify the implementation of the Objective.		-	-
APO (By:)			
TALLINN AIRPORT Ltd.			Not Applicable
Traffic density does not justify the implementation of the Objective.		-	-

AOP21	**Wake Turbulence Separations for Arrivals based on Static Aircraft Characteristics (S-PWS-A)** ***Applicability and timescale: Local***	**0**	**Not Applicable**
-			
No operational need at the moment.			**-**
ASP (By:)			
EANS			Not Applicable
No operational needs at the moment.		-	-

AOP23	**Integrated runway sequence for full traffic optimization on single and multiple runway airports** ***Applicability and timescale: Local***	**0**	**Not yet planned**
EETN - Tallinn Airport			
N/A for EETN AD, Tallinn Airport is not listed in CP1 Geographical Scope. AD has not planned it (yet).			**-**
ASP (By:)			
EANS			Not yet planned
Depends on Tallinn airport plans.		-	-
APO (By:)			
TALLINN AIRPORT Ltd.			Not yet planned
Not yet planned.		-	-

AOP25	**De-icing management tool** ***Applicability and timescale: Local***	**0**	**Not yet planned**
EETN - Tallinn Airport			
Development according to SP-s activities.			**-**
ASP (By:)			
EANS			Not yet planned
Further plans depend on EETN airport.		-	-
APO (By:)			
TALLINN AIRPORT Ltd.			Not yet planned
Not yet planned.		-	-

AOP26	**Reduced separation based on local Runway Occupancy Time (ROT) characterisation** ***Applicability and timescale: Local***	**0**	**Not Applicable**
-			
N/A, not planned either.			-
ASP (By:)			
EANS			Not Applicable
Local objective, not planned.		-	-

ATC18	**Multi-Sector Planning En-route - 1P2T** ***Applicability and timescale: Local***	**0**	**Not Applicable**
-			
N/A, but objective might come into the plans, in case FINEST realizes.			-
ASP (By:01/2030)			
EANS			Not Applicable
N/A		-	-

ATC20	**Enhanced STCA with down-linked parameters via Mode S EHS** ***Applicability and timescale: Local***	**0**	**Not Applicable**
-			
Estonia is outside of applicability area. **SFL via Mode-S EHS is implemented. No need for enhancement of STCA with selected flight level is identified.**			-
REG (By:01/2030)			
Estonian Transport Administration			Not Applicable
Estonia is outside of applicability area.		-	-
ASP (By:01/2030)			
EANS			Not Applicable
SFL via Mode S EHS is implemented. No need for enhancement of STCA with selected flight level is identified.		-	-

ATC26	**Point Merge in complex TMA** ***Applicability and timescale: Local***	**0**	**Not Applicable**
EETN - Tallinn Airport			
Not planned.			-
ASP (By:)			
EANS			Not Applicable
No plans to implement.		-	-

COM13	**Air Traffic Services (ATS) datalink using SatCom Class B** ***Applicability and timescale: Local***	**0**	**Not yet planned**
-			
Subject to local need, It has not yet been decided whether ANSP will participate in the test phase.			-
REG (By:)			
Estonian Transport Administration			Not Applicable

COM13	Air Traffic Services (ATS) datalink using SatCom Class B *Applicability and timescale: Local*	0	Not yet planned
N/A, and it has not yet been decided whether ANSP will participate in the test phase.		-	-
ASP (By:)			
EANS			Not yet planned
NYP, lack of resources at the moment.		-	-

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

ENV03	Continuous Climb Operations (CCO) *Applicability and timescale: Local*	0	Not Applicable
EETN - Tallinn Airport			
Not applicable at State level. Nevertheless, EETN AD has got the noise abatement procedures, what are applicable below the altitude of 3000 ft AMSL. REF EST AIP EETN AD 2.21.			**-**
ASP (By:)			
EANS			Not Applicable
Not applicable at State level.		-	-
APO (By:)			
TALLINN AIRPORT Ltd.			Not Applicable
Not applicable at State level.		-	-

NAV11.1	Implement precision approach procedures using GBAS CAT II based on GAST C *Applicability and timescale: Local*	0	Not Applicable
-			
Subject to local need, not planned.			**-**
REG (By:)			
Estonian Transport Administration			Not Applicable
ANSP has no plans to implement.		-	-
ASP (By:)			
EANS			Not Applicable
EANS has no plans to implement precision approach procedures using GBAS CAT II based on GAST C. Considering the traffic capacity, it is not reasonable.		-	-

SAF10.1	Implement measures to reduce the risk to aircraft operations caused by airspace infringements *Applicability and timescale: Local*	30	Ongoing
-			
Activity ongoing.			**31/12/2030**
REG (By:)			
Estonian Transport Administration			Ongoing
NIL		-	31/12/2030
ASP (By:)			
EANS			Ongoing
According to EAPAIRR questionnaire, some of the parts of the European Action Plan for Airspace Infringement Risk Reduction, are completed, some are ongoing and not yet planned.		-	31/12/2030
AIS (By:)			
EANS			Ongoing
Improving availability and access of VFR en-route charts ongoing, planned to analyse GPS moving maps on portable devices. AIM1 in SAF EAPAIRR questionnaire ongoing.		-	31/12/2025

SAF11.1	Improve Runway Safety by Preventing Runway Excursions *Applicability and timescale: Local*	100	Completed
-			
Since not all the activities are reasonable to implement and some are constantly ongoing (others completed), we have considered this area Completed.			**31/12/2023**
REG (By:)			
Estonian Transport Administration			Completed
Some ASP_EANS activities are constantly ongoing, others are completed. It has decided not to plan Approach Path Management (depending on the future traffic types/amount- thus plans might change).		-	-
ASP (By:)			
EANS			Completed
GAPPRE Recommendations ANSP3 and ANSP6 are constantly ongoing as they are part of the safety everyday work in ANSP. Other Recommendations for ANSP completed.		-	-
APO (By:)			
TALLINN AIRPORT Ltd.			Completed
Relevant/selected safety recommendations from the Global Action Plan for the Prevention of Runway Excursions for their relevance against the local conditions and specific context have been assessed and implemented. Approach Path Management is not planned.		-	31/12/2023

Annex A: Specialists involved in the ATM implementation reporting for Estonia

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

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

Annex B: Questionnaires

1. Surveillance (SUR) Questionnaire

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

2. EAPAIRR and GAPPRE Questionnaire

European Action Plan for Airspace Infringement Risk Reduction

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

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

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

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

Annex C: Implementation Objectives' links with other plans

The table below (extracted from the MPL3 Plan 2023) shows for each implementation objective, the mapping of the L3 implementation Objectives to the corresponding SESAR Essential Operational Changes, the SESAR Solutions, the Deployment Program families, the ICAO ASBU, the EASA EPAS, the Network Strategy Plan, the Airspace Architecture Study Transition Plan (AAS TP) Milestones and the SESAR Key Features.

CNS infrastructure and services

Level 3 Implementation Objective	SESAR Solution	SDP Family	OI Steps/ *Enablers*	ICAO ASBUs	EPAS	NSP	AAS TP	KF
ATC21 – Composite surveillance ADS-B/WAM	#114	-	*CTE-S06, CTE-S05, CTE-S03a, CTE-S03b, CTE-S04a*	ASUR-B0/1 ASUR-B0/2	RMT.0679 RMT.0519	SO8/3 SO8/4	AM-1.17	EAI
COM10.2 – Extended AMHS	-	-	CTE-C06c	COMI-B0/7	-	SO7/4	-	EAI
COM11.1 – Voice over Internet Protocol (VoIP) in En-Route	-	-	*CTE-C05a CTE-C05b*	COMI-B2/1	-	SO8/4	AM-1.3	EAI
COM11.2 – Voice over Internet Protocol (VoIP) in Airport/Terminal	-	-	*CTE-C05a CTE-C05b*	COMI-B2/1	-	SO8/4	-	EAI
COM13 – Air Traffic Services (ATS) datalink using SatCom Class B	#109	-	POI-0018-COM	COMI-B1/3	-	-	AM-1.16	EAI
ITY-ACID – Aircraft identification	-	-	*GSURV-0101*	-	-	SO8/2	-	EAI
ITY-AGDL – Initial ATC air-ground data link services	-	-	AUO-0301	COMI-B0/4 COMI-B1/2	RMT.0524	SO4/1 SO8/3	AM-1.1	EAI
ITY-AGVCS2 – 8.33 kHz Air-Ground Voice Channel Spacing below FL195	-	-	*CTE-C01a*	-	-	SO8/1	-	EAI
NAV10 – RNP Approach Procedures to instrument RWY	#103	-	AOM-0602 AOM-0604 CTE-N06a CTE-N06b	APTA-B0/1 APTA-B1/1 NAVS-B0/2	RMT.0445 RMT.0643	SO6/5	-	AATS
NAV11.2 – Implement precision approach procedures using GBAS CAT II/III based	#55	-	AO-0505-A	NAVS-B1/1	RMT.0682	-	-	HPAO

CNS infrastructure and services

Level 3 Implementation Objective	SESAR Solution	SDP Family	OI Steps/ *Enablers*	ICAO ASBUs	EPAS	NSP	AAS TP	KF
on GPS L1 and/or GALILEO E1								

iN ATM interconnected network

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

Level 3 Implementation Objective	SESAR Solution	SDP Family	OI Steps/*Enablers*	ICAO ASBUs	EPAS	NSP	AAS TP	KF
FCM11.2 – AOP/NOP integration	#18 #20 #21	4.4.1	AO-0801–A, AO-0802–A, AO-0803, DCB-0310, DCB-0103-A, DCB-0208	NOPS-B1/3	-	SO4/4, SO4/5, SO5/2	AM-1.12	OANS
INF10.2 – Stakeholders' SWIM PKI and cyber security	#46	5.2.1	IS-0901-A	SWIM-B2/3	RMT.0720	SO2/4	AM-1.5	EAI
INF10.3 – Aeronautical Information Exchange - Airspace structure service	#46	5.3.1	IS-0901-A	-	-	SO2/4	AM-1.5	EAI
INF10.4 – Aeronautical Information Exchange - Airspace availability service	#46	5.3.1	IS-0901-A	-	-	SO2/4	AM-1.5	EAI
INF10.5 – Aeronautical Information Exchange - Airspace Reservation (ARES) service	#46	5.3.1	IS-0901-A	-	-	SO2/4	AM-1.5	EAI
INF10.6 – Aeronautical Information Exchange - Digital NOTAM service	#34 #46	5.3.1	IS-0901-A IS-0205	-	-	SO2/4	AM-1.5	EAI
INF10.7 – Aeronautical Information Exchange - Aerodrome Mapping information exchange service	#34 #46	5.3.1	IS-0901-A IS-0205	-	-	SO2/4	AM-1.5	EAI
INF10.8 – Aeronautical Information Exchange - Aeronautical Information Features service	#34 #46	5.3.1	IS-0901-A IS-0205	-	-	SO2/4	AM-1.5	EAI
INF10.9 – Meteorological Information Exchange - Volcanic ash concentration service	#34 #35 #46	5.4.1	IS-0901-A IS-0205 MET-0101	-	-	SO2/4	AM-1.5	EAI

Level 3 Implementation Objective	SESAR Solution	SDP Family	OI Steps/*Enablers*	ICAO ASBUs	EPAS	NSP	AAS TP	KF
INF10.10 – Meteorological Information Exchange - Aerodrome Meteorological information Service	#34 #35 #46	5.4.1	IS-0901-A IS-0205 MET-0101	-	-	SO2/4	AM-1.5	EAI
INF10.11 – Meteorological Information Exchange - En-Route and Approach Meteorological information service	#34 #35 #46	5.4.1	IS-0901-A IS-0205 MET-0101	-	-	SO2/4	AM-1.5	EAI
INF10.12 – Meteorological Information Exchange - Network Manager Meteorological Information	#34 #35 #46	5.4.1	IS-0901-A IS-0205 MET-0101	-	-	SO2/4	AM-1.5	EAI
INF10.13 – Cooperative Network Information Exchange - ATFCM Tactical Updates Service	#46	5.5.1	IS-0901-A	-	-	SO2/4	AM-1.5	EAI
INF10.14 – Cooperative Network Information Exchange - Flight Management Service	#46	5.5.1	IS-0901-A	-	-	SO2/4 SO5/2	AM-1.5	EAI
INF10.15 – Cooperative Network Information Exchange - Measures Service	#46	5.5.1	IS-0901-A	-	-	SO2/4 SO4/5	AM-1.5	EAI
INF10.16 – Cooperative Network Information Exchange - Short Term ATFCM Measures services	#46	5.5.1	IS-0901-A	-	-	SO2/4 SO4/5	AM-1.5	EAI
INF10.17 – Cooperative Network Information Exchange - Counts service	#46	5.5.1	IS-0901-A	-	-	SO2/4	AM-1.5	EAI
INF10.18 – Flight Information Exchange -Filing Service	#46	5.6.1	AUO-0207	FICE-B2/2	-	SO2/4	AM-1.5	EAI
INF10.19 – Flight Information Exchange	#46	5.6.1	AUO-0207	FICE-B2/4	-	SO2/4	AM-1.5	EAI

iN ATM interconnected network

Level 3 Implementation Objective	SESAR Solution	SDP Family	OI Steps/*Enablers*	ICAO ASBUs	EPAS	NSP	AAS TP	KF
- Flight Data Request Service								
INF10.20 – Flight Information Exchange - Notification Service	#46	5.6.1	AUO-0207	FICE-B2/5	-	SO2/4	AM-1.5	EAI
INF10.21 – Flight Information Exchange - Publication Service	#46	5.6.1	AUO-0207	FICE-B2/6	-	SO2/4	AM-1.5	EAI
INF10.22 – Flight Information Exchange - Trial Service	#46	5.6.1	AUO-0219	FICE-B2/3	-	SO2/4	AM-1.5	EAI
INF10.23 – Flight Information Exchange - Extended AMAN SWIM Service	#46	5.6.1	AUO-0207	DAIM-B2/1 SWIM-B3/1	-	SO2/4	AM-1.5	EAI

dS Digital AIM and MET services

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

ATp Airport and TMA performance

Level 3 Implementation Objective	SESAR Solution	SDP Family	OI Steps/*Enablers*	ICAO ASBUs	EPAS	NSP	AAS TP	KF
AOP04.1 – A-SMGCS Surveillance Service (former ICAO Level 1)	#70 #110	-	AO-0201 AO-0201-A POI-0071-SUR	SURF-B0/2	MST.0029	SO6/6	-	HPAO

Level 3 Implementation Objective	SESAR Solution	SDP Family	OI Steps/*Enablers*	ICAO ASBUs	EPAS	NSP	AAS TP	KF
AOP04.2 – A-SMGCS RMCA (former ICAO Level 2)	-	-	AO-0102	SURF-B0/3	MST.0029	SO6/6	-	HPAO
AOP05 – Airport CDM	-	-	AO-0501, AO-0601, AO-0602, AO-0603, TS-0201	ACDM-B0/1 ACDM-B0/2 NOPS-B0/4	-	SO6/4	-	HPAO
AOP10 – Time Based Separation	#64	-	AO-0303	WAKE-B2/7	-	SO6/5	-	HPAO
AOP12.1 – Airport Safety Nets	#02	2.3.1	AO-0104-A	SURF-B1/3	MST.0029	SP6/6	-	HPAO
AOP13 – Automated assistance to Controller for Surface Movement planning and routing	#22 #53	-	AO-0205 TS-0202	SURF-B1/4	MST.0029	SO6/6	-	HPAO
AOP15 – Safety Nets for vehicle drivers	#04	-	AO-0105 AO-0204	SURF-B2/2	MST.0029	-	-	HPAO
AOP16 – Guidance assistance through airfield lighting	#47	-	AO-0222-A	SURF-B1/1	MST.0029	-	-	HPAO
AOP18 – Runway Status Lights	#01	-	AO-0209	SURF-B2/2, SURF-B2/3-	MST.0029	-	-	HPAO
AOP19 – Departure Management Synchronised with Pre-departure sequencing	#53 #106	2.1.1	AO-0602 TS-0201	RSEQ-B0/2	-	-	-	HPAO
AOP20 – Wake Turbulence Separations for Departures based on Static Aircraft Characteristics (S-PWS-D)	PJ.02-01-06	-	AO-0323	-	RMT.0476	-	-	HPAO
AOP21 – Wake Turbulence Separations for Arrivals based on Static Aircraft Characteristics (S-PWS-A)	PJ.02-01-04	-	AO-0306	WAKE-B3/3	RMT.0476	-	-	HPAO

Level 3 Implementation Objective	SESAR Solution	SDP Family	OI Steps/*Enablers*	ICAO ASBUs	EPAS	NSP	AAS TP	KF
AOP22 – Minimum pair separations based on SRP	PJ.02-03	-	AO-0309	-	-	-	-	HPAO
AOP23 – Integrated runway sequence for full traffic optimization on single and multiple runway airports	PJ.02-08-01	-	TS-0301	RSEQ-B2/1	-	-	-	HPAO
AOP24 – Optimised use of runway configuration for multiple runway airports	PJ.02-08-02	-	TS-0313	-	-	-	-	HPAO
AOP25 – De-icing Management Tool	#116	-	POI-0070-AO	-	-	-	-	HPAO
AOP26 – Reduced separation based on local Runway Occupancy Time (ROT) characterisation	PJ.02-08-03	-	AO-0337	-	-	-	-	HPAO
ATC07.1 – Arrival management tools	-	-	TS-0102	RSEQ-B0/1	-	SO4/1	-	AATS
ATC19 – Enhanced AMAN-DMAN integration	#54	1.2.1	TS-0308	RSEQ-B2/1	-	SO6/5 SO4/1	-	EAI
ATC26 – Point Merge in complex TMA	#107	-	AOM-0601	RSEQ-B0/3	-	-	-	AATS
ENV01 – Continuous Descent Operations	#11	-	AOM-0701 AOM-0702-A	APTA-B0/4 APTA-B1/4	-	SO6/5	-	AATS
ENV02 – Airport Collaborative Environmental Management	-	-	AO-0703, AO-0705, AO-0706	-	-	-	-	HPAO
ENV03 – Continuous Climb Operations	-	-	AOM-0703	APTA-B0/5 APTA-B1/5	-	SO6/5	-	AATS
NAV03.1 – RNAV1 in TMA Operations	#62	-	AOM-0601 *CTE-N08*	APTA-B0/2	RMT.0445	SO6/5	-	AATS
NAV03.2 – RNP1 in TMA Operations	#09	-	AOM-0603 AOM-0605	APTA-B1/2	RMT.0445	SO6/5	-	AATS

Level 3 Implementation Objective	SESAR Solution	SDP Family	OI Steps/*Enablers*	ICAO ASBUs	EPAS	NSP	AAS TP	KF
	#51 PJ.14-03-04		POI-0032-NAV					
NAV11.1 – GLS CAT II operations using GBAS GAST-C	#119	-	AO-0506	NAVS-B1/1	RMT.0682 RMT.379	-	-	HPAO
SAF11.1 – Improve runway safety by preventing runway excursions	-	-	-	-	-	-	-	HPAO

Level 3 Implementation Objective	SESAR Solution	SDP Family	OI Steps/*Enablers*	ICAO ASBUs	EPAS	NSP	AAS TP	KF
AOM19.4 – Management of Pre-defined Airspace Configurations	#31 #66	3.1.2	AOM-0202-A AOM-0206-A CM-0102-A	FRTO-B1/4, NOPS-B1/6	-	SO3/2 SO3/3	AM-1.10 AM-1.8-	OANS
AOM19.5 – ASM and A-FUA	#31 #66	3.1.1	AOM-0202 AOM-0202-A AOM-0206-A	NOPS B1/5, NOPS B0/1, FRTO B1/3, FRTO B0/2	-	SO3/2 SO3/3	AM-1.10 AM-1.8	OANS
AOM21.2 – Initial Free Route Airspace	#32 #33 #66	3.2.1	AOM-0501 AOM-0505 CM-0102-A	FRTO-B1/1	-	SO3/1 SO3/4	AM-1.10 AM-5.1	AATS
AOM21.3 – Enhanced Free Route Airspace Operations	#33 PJ.06-01	3.2.2	AOM-0501 AOM-0505	FRTO-B2/3	-	SO3/1 SO3/4	AM-1.6 AM-1.7	AATS
ATC12.1 – MONA, TCT and MTCD	#27 #104	-	CM-0202, CM-0203, CM-0205, CM-0207-A	FRTO-B0/4 FRTO-B1/5	-	SO3/1 SO4/1	AM-1.15 AM-5.1	AATS
ATC15.1 – Initial Extension of AMAN to En-route	-	-	TS-0305	-	-	SO4/1	-	AATS
ATC15.2 – Arrival Management	#05	1.1.1	TS-0305-A	RSEQ-B1/1	-	SO4/1	AM-1.3	AATS

Level 3 Implementation Objective	SESAR Solution	SDP Family	OI Steps/*Enablers*	ICAO ASBUs	EPAS	NSP	AAS TP	KF
Extended to En-route Airspace				NOPS-B1/8				
ATC18 – Multi Sector Planning En-route – 1P2T	#63 #118	-	CM-0301	FRTO-B1/6	-	SO4/1	AM-4.3 AM-5.1	AATS
ITY-FMTP – Apply a common flight message transfer protocol (FMTP)	-	-	*CTE-C06*	-	-	SO8/3	AM-1.3	EAI
SAF10.1 – Implement measures to reduce the risk to aircraft operations caused by airspace infringements	-	-	-	-	SI.2025	-	-	AATS

Level 3 Implementation Objective	SESAR Solution	SDP Family	OI Steps/*Enablers*	ICAO ASBUs	EPAS	NSP	AAS TP	KF
ATC02.8 – Ground based safety nets	-	-	CM-0801	SNET-B0/2 SNET-B0/3 SNET-B0/4	-	SO4/1	-	AATS
ATC20 – Enhanced STCA with DAP via Mode S EHS	#69	-	CM-0807-A	SNET-B1/1	MST.0030	SO7/2	-	AATS
ATC22 – Initial Air-Ground Trajectory Information Sharing (Airborne Domain)	#115	6.1.1	IS-0303-A	-	RMT.0682	SO4/5	AM-1.2	EAI
ATC23 – Initial Air-Ground Trajectory Information Sharing (Ground Domain)	#115 PJ.18-06b1	6.1.2	IS-0303-A	-	RMT.0682	SO4/5	AM-1.2	EAI
ATC24 – Network Manager Trajectory Information Enhancement	PJ.18-06b1	6.2.1	POI-0011-IS POI-0013-IS	-	RMT.0682	SO4/5	-	EAI
ATC25 – Initial Trajectory	#115	6.3.1	IS-0303-A	-	MST.0031		AM-1.2	EAI

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

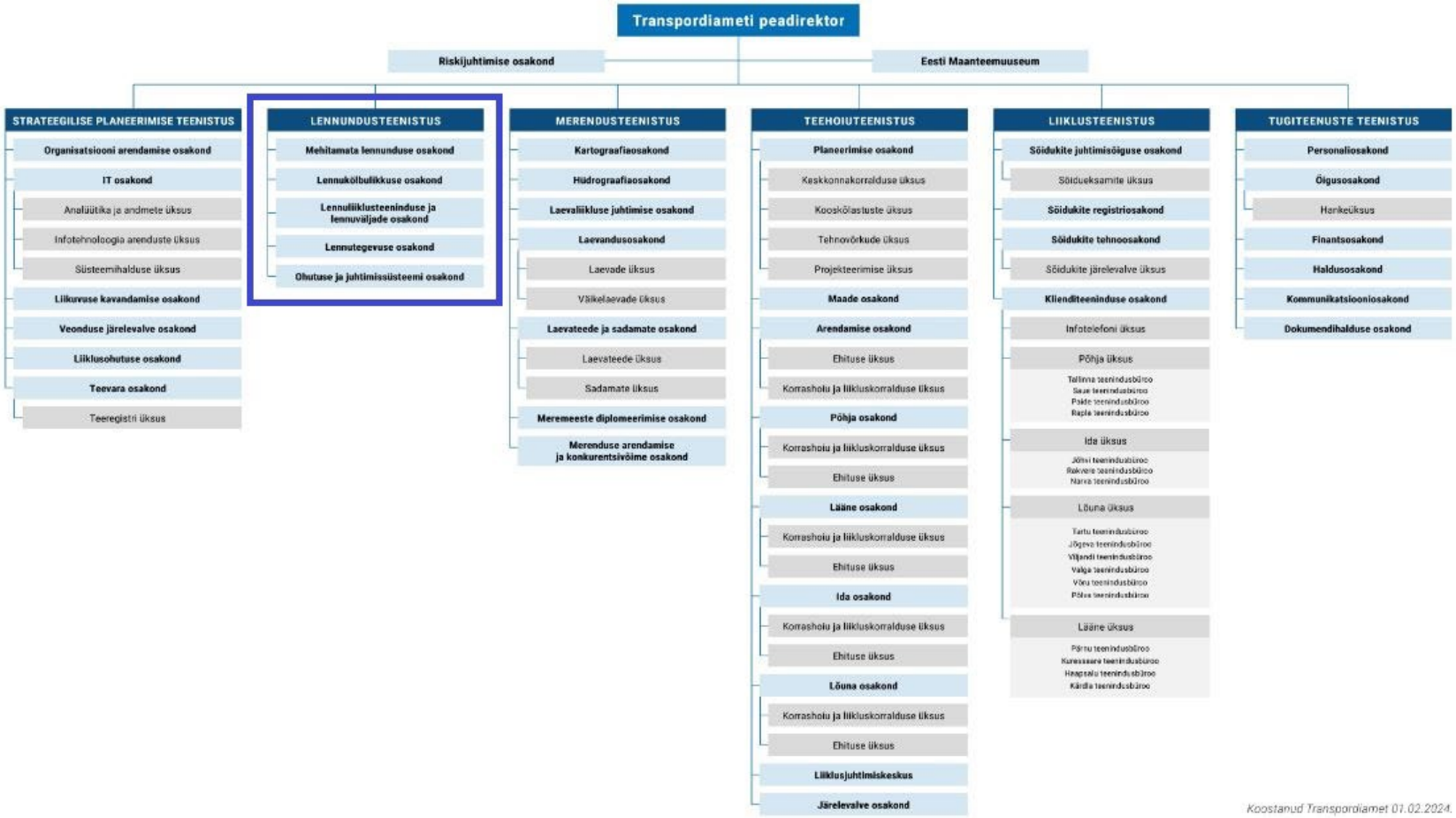
Level 3 Implementation Objective	SESAR Solution	SDP Family	OI Steps/*Enablers*	ICAO ASBUs	EPAS	NSP	AAS TP	KF
NAV12 – ATS IFR Routes for Rotorcraft Operations	#113	-	AOM-0810	APTA-B0/6	MST.0031	SO6/5	-	AATS

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

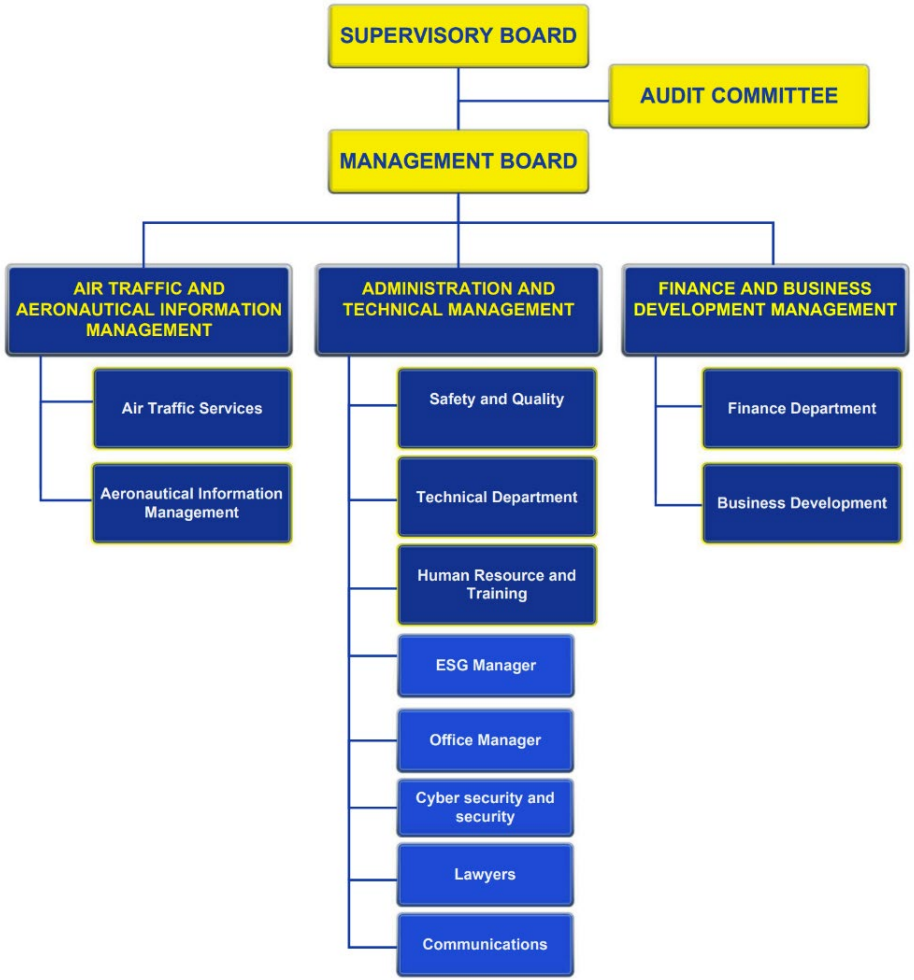
Level 3 Implementation Objective	SESAR Solution	SDP Family	OI Steps/*Enablers*	ICAO ASBUs	EPAS	NSP	AAS TP	KF
AOP14.1 – Remote Tower Services	#12 #13 #52 #71	-	SDM-0201 SDM-0204 SDM-0205	RATS-B1/1	RMT.0624	SO6/5	-	HPAO
AOP14.2 – Multiple Remote Tower Module	PJ.05-02	-	SDM-0207	RATS-B1/1	RMT.0624	SO6/5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

Annex D: National stakeholders organisation charts

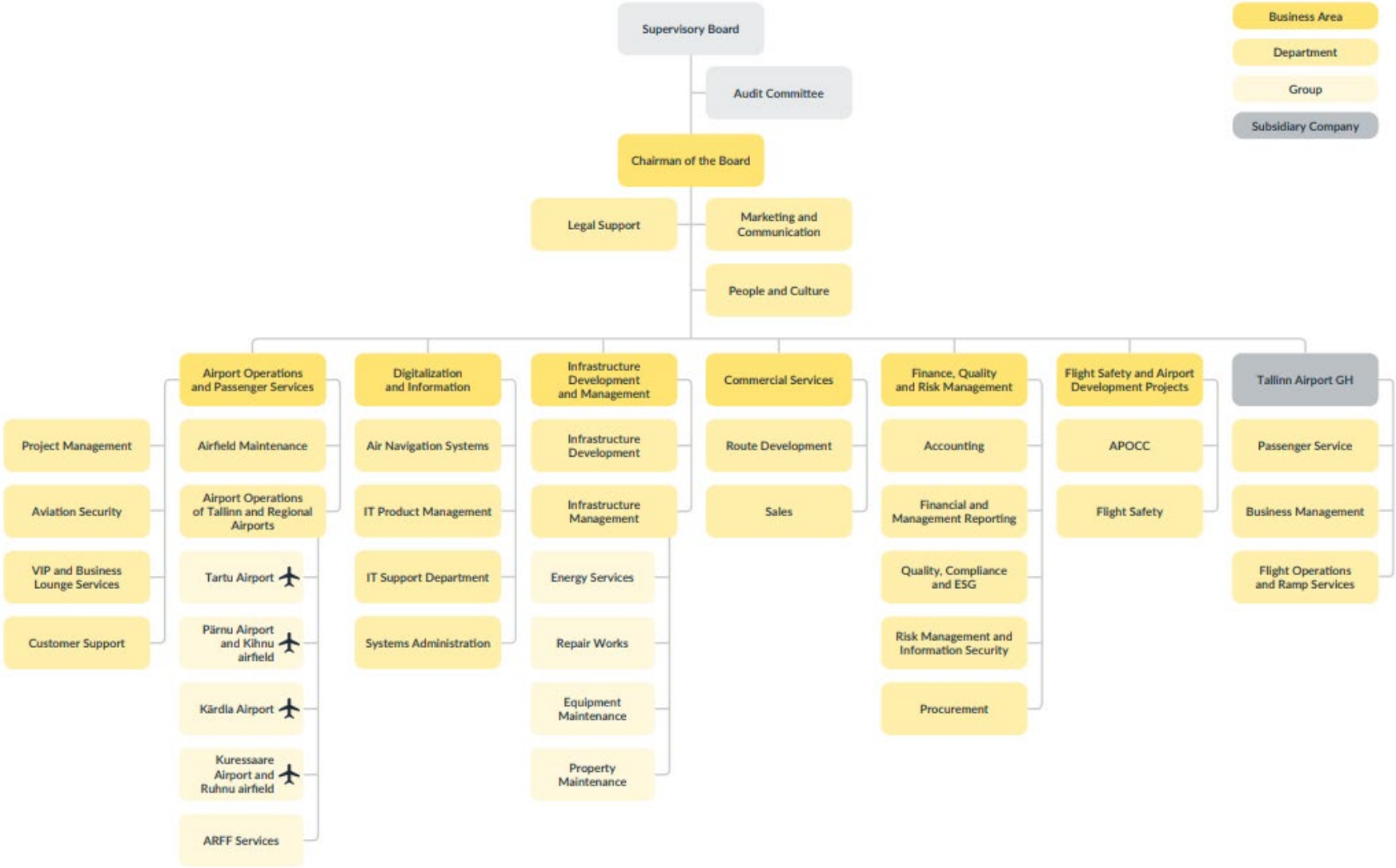
Structure of Estonian Transport Administration



Structure of EANS



Structure of AS Tallinna Lennujaam



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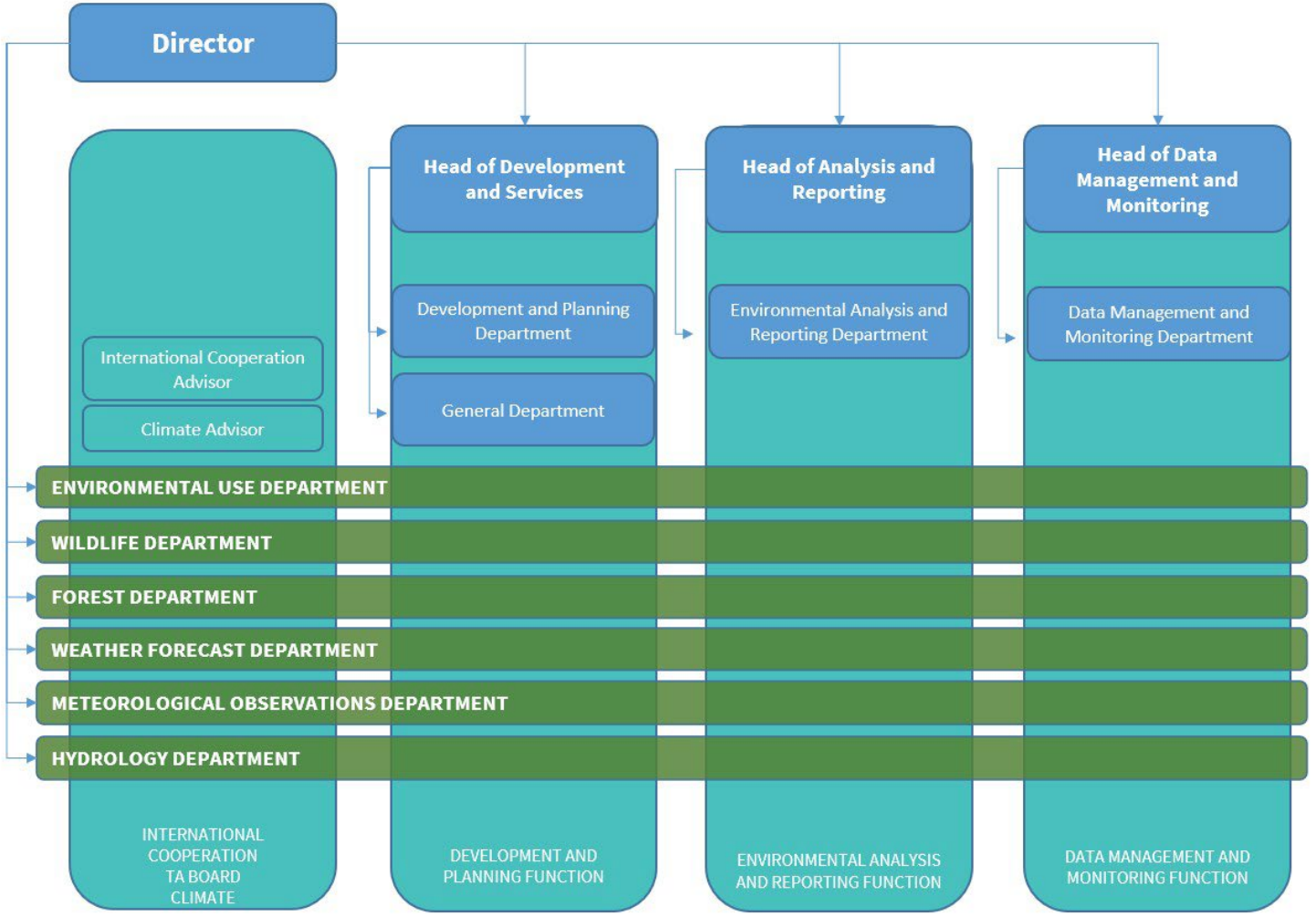

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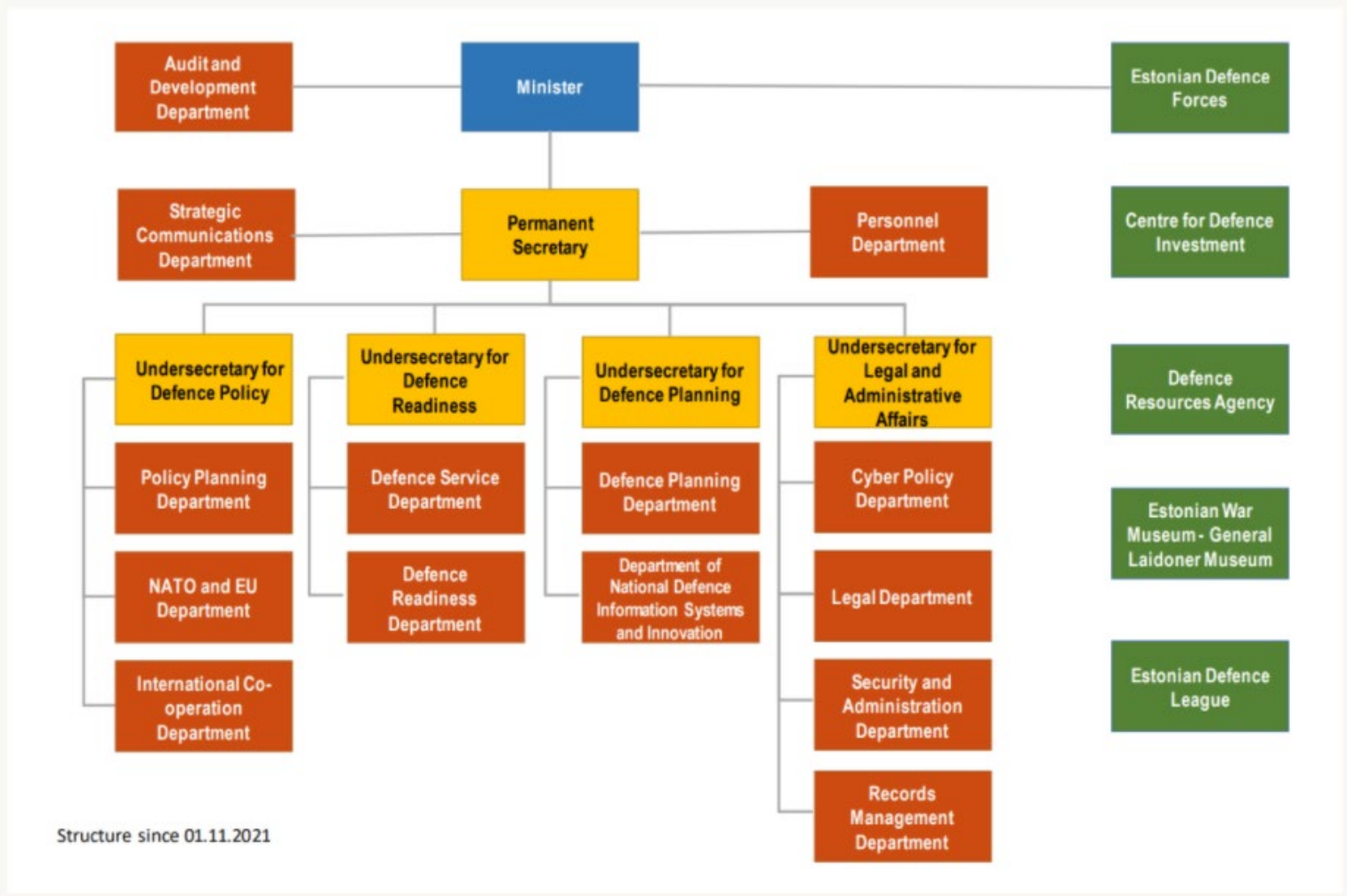

Annex E: Glossary of Terms

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

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

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

Term	Description
AF	ATM Functionality
EANS	Estonian Air Navigation Services (Estonian ANS)
ESTEA	Estonian Environment Agency
LOF	Log-On Forwarding message
NAMCON	The Northern Europe Aviation Meteorology Consortium
NAN	Next Authority Notified message
NEFAB	North European Functional Airspace Block
NEFRA	North European Free Route Airspace
NSA	National Supervisory Authority
rAFIS	Remote AFIS
rTWR	Remote TWR

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