INTERIM DEPLOYMENT STEERING GROUP

INTERIM DEPLOYMENT PROGRAMME

Interim Deployment Steering Group
(IDSG)

Interim Deployment Programme (IDP)

Version 3.1

Table of contents

ANNEXES

1. IDP geographical applicability and timing

2. Gantt chart

IDSG	INTERIM DEPLOYMENT PROGRAMME V3.1

1. Introduction

The Interim Deployment Programme (IDP) constitutes the working reference of the Interim Deployment Steering Group (IDSG). IDP aims at steering and monitoring early SESAR deployment activities in direct support to the agreed priorities within the timeframe 2012-2014.

In accordance with article 2.4 of IDSG's Rules of Procedure, this version 3.1 of the IDP has been adopted by the IDSG at its 5th meeting on 7 February 2013. This version 3.1 addresses comments received from the European Commission and the Single Sky Committee to which its previous versions have been submitted.

In accordance with articles 2.2 and 2.3 of IDSG's Rules of Procedure, the IDP:

- addresses the implementation activities in support to short term essential ATM operational changes based on the prioritisation set by the European ATM Master Plan,

- takes into account operational performance network needs and industry capability.

- encompasses detailed activities required from each relevant stakeholder for its timely execution.

These activities are described in a project-oriented approach, fully aligned and consistent with the main planning tools at European level, such as the European ATM Master Plan, in particular its level 3, which includes the ESSIP objectives, and the Network Strategy Plan.

2. Background

2.1The initial selection of priority actions for IDP

Since its establishment on 29 February 2012, the IDSG has started working on the selection of deployment priorities to be included in the IDP.

As reported to SSC/46, and using the Master plan as main input, in particular the operational changes in the SESAR baseline identified as essential[1], the initial selection was conducted according to the following criteria:

- Network Performance impact;
- Network Operations impact;
- Synchronisation needs;
- Relevance with regard to existing Regulations;
- Alignment with baseline's essential changes;
- Maturity for continuing/initiating deployment within the IDSG timeframe (2012-2014).

It was further agreed to start from mature validated deployment objectives described in the ESSIP (as the third layer of the Master plan), complemented by additional actions consistent with the Master plan and derived from the Network Strategy plan (NSP) identified by the Network Manager (NM) as critical for network performance or proposed by the participating stakeholders.

The initial assessment resulted in the selection of seven core ESSIP priorities and four additional priorities, as per the tables below[2]:

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[1] Draft Edition 2 of the Master Plan, chapters 3.3 and 3.4

[2] The seven core priorities have been agreed at IDSG/2 on 23 May 2012. The 4 additional priorities derive from comments received after IDSG/2 as well as discussions during the 4th meeting of the Expert Team on 21 June 2012. IDSG has been informed of the 4 additional priorities through an email dated 25 June 2012.

ESSIP Reference	Description
NAV 03	Implementation of P-RNAV
FCM 03	Implement collaborative flight planning
AOP 05	Implement Airport Collaborative Decision Making (CDM)
NAV 10	Implement APV procedures
ITY-AGDL	Initial ATC air-ground data link services above FL-285
AOM 19	Implement Advance Airspace Management
ITY-COTR	Implementation of ground-ground automated co-ordination processes

Table 1 – **initial core priorities table**

ESSIP/ OI Reference	Description
ATC 15	Implement, in En-Route operations, information exchange mechanisms, tools and procedures in support of Basic AMAN operations
ENV 01	Implement Continuous Descent Approach (CDA) techniques for environmental improvements
AOM-0703	Continuous Climb Operations
AOM-13.1	Harmonize Operational Air Traffic (OAT) and General Air Traffic (GAT) handling

Table 2 – **additional initial priorities table**

2.2 Methodology for developing the project view

In order to move consistently from the *planning view* in the Master plan for the agreed priorities to a *project view*, the IDSG agreed at its second meeting on 23 May 2012 a 5 step methodology. The methodology is based on the analysis of the Stakeholders" line of actions (SLoAs) underpinning each priority identified at stakeholder level, in order to configure a set of deployment projects to be eventually synchronised among all the stakeholders involved:
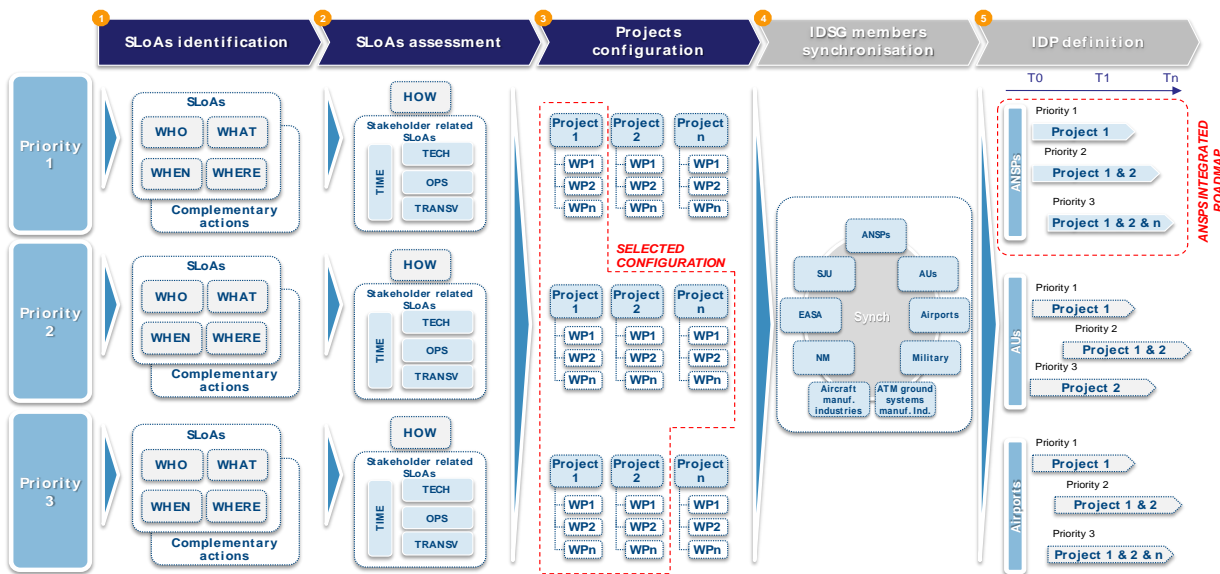

Figure 1 – **Methodology overview**

2.3 IDP Work Breakdown Structure (WBS)

Consistent with the agreed methodology, a detailed analysis of the relevant SLoAs and needed complementary actions was performed for each of the core and additional initial priorities, in order to clearly identify:

- The stakeholders involved (WHO?);
- The objectives pursued (WHAT?);
- The timeframe reported in the ESSIP (WHEN?);
- The geographical scope (WHERE?).

The work performed led to the identification, within each ESSIP priorities, of the critical Stakeholder Lines of Action (SLoA) to focus on, and to the integration of the complementary actions agreed at the level of the Expert Team of the IDSG (IDSG/ET).

IDSG	INTERIM DEPLOYMENT PROGRAMME V3.1

Following on, a detailed analysis of the potential content was performed, looking at the **technological, operational and transversal** aspects.

As a result of this analysis, and of the associated content reconfiguration into coherent projects, the (7+4) priorities have been consolidated into seven Activity Areas as the potential backbone of the IDP:

Activity Number	Description	Priority Reference
1	Collaborative Flight Planning and Demand/Capacity Balancing Tools	FCM03 + DCB-0205
2	Airspace Management Improvements and Data sharing	AOM19+AOM20+AOM13.1
3	Airport CDM	AOP05
4	Air-Ground Data Link	ITY-AGDL
5	Automated assistance to controllers for seamless coordination, transfer and dialogue	ITY-FMTP +ATC15+ATC17
6	RNP approaches	NAV10
7	CDO/CCO application	ENV01+AOM0703

Table 3 **– Proposed IDP Activity Areas table**

In this analysis –leading to the definition of the seven activity areas-, the content of the priority ESSIP objectives/ OI steps listed in paragraph 2.1 has been thoroughly reviewed, such that only the elements critical for deployment/synchronisation in conjunction with the IDP timeframe (2012-2014) have been kept, resulting into the dropping of two of the original core priority ESSIP objectives as such and the addition of (part of) other ESSIP objectives/OI steps to build consistent projects.

The additional ESSIP objectives/OI steps are:

- ATC17 Electronic Dialogue as Automated Assistance to Controller during Coordination and Transfer
- AOM20 Implement ATS Route Network (ARN) - Version 7
- ITY-FMTP Apply a common flight message transfer protocol (FMTP)
- DCB-0205 Short Term ATFCM Measures

The ESSIP objectives that have been dropped are:

- NAV03 Implementation of Precision Area Navigation RNAV (P-RNAV) (Reason: within the IDP timeframe the focus is on APV);

- ITY COTR Implementation of ground-ground automated co-ordination processes (Reason: within the IDP timeframe the focus is on Automated assistance to controllers)

In the same time, through intensive collaboration between the NM, the ANSPs, the Military, the Airspace Users and the Airports representatives, the content was reconfigured to form a Work Breakdown Structure (WBS) including the contributions from all parties. This WBS represents the most effective and feasible work structure as identified by the experts within each organisation, consisting of seven Activity Areas in a three layers configuration:

- Activity Areas
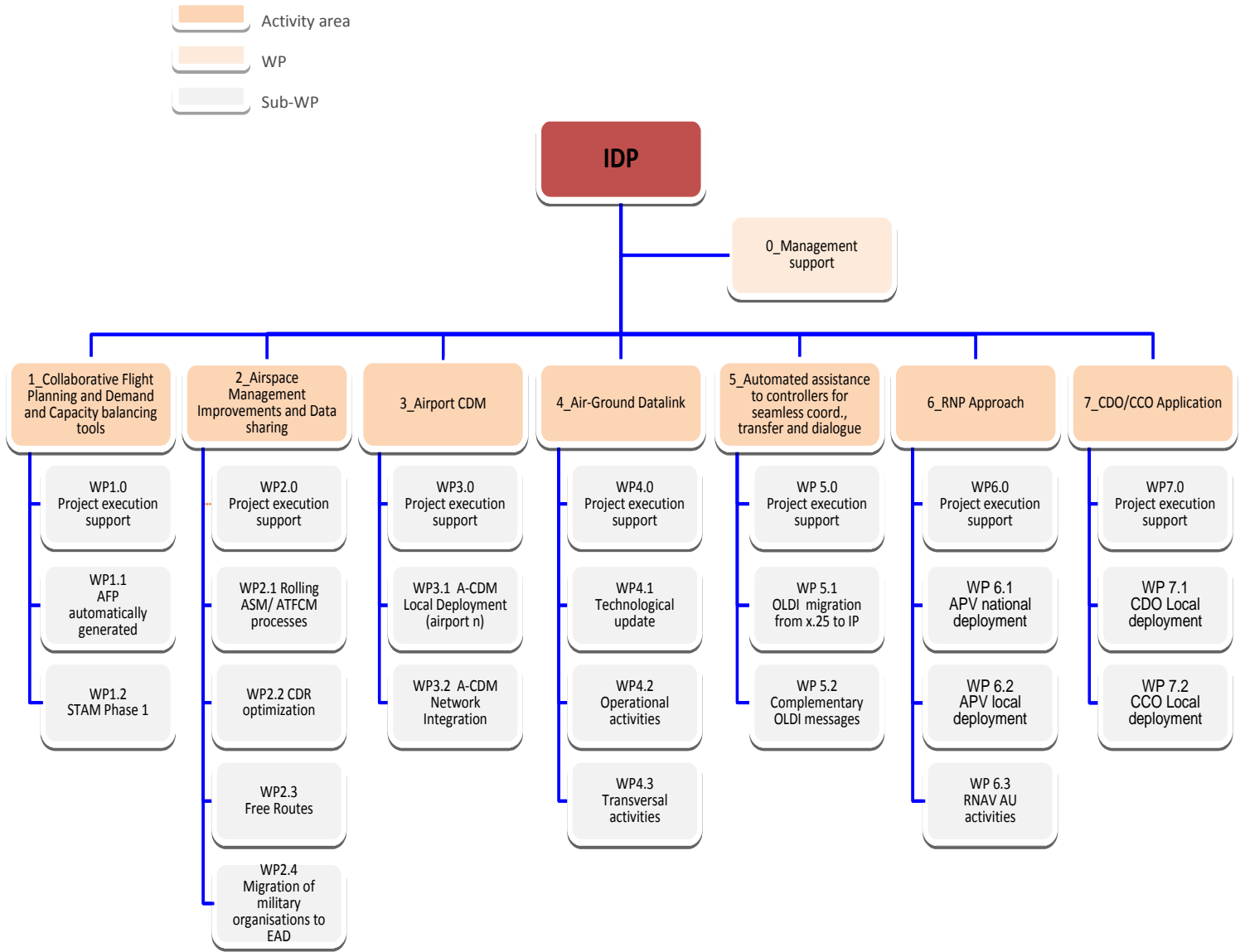- Work Packages (WPs)
- Sub-Work Packages (sWPs)

Activity area

WP

Sub-WP

Figure 2– **IDP WBS**

An initial mapping between the proposed IDP Activity Areas and the SESAR Key features is presented in Figure 3 below (the red boxes in the table showing the links of each activity area and the key features). Seeing as these links are in fact a "many-to-many" matrix, this has to be considered as showing only the **most relevant interdependences** in relation with the expected timeframe of the IDP.

	Moving from Airspace to 4D trajectory	Traffic Synchronisation	Network Collaborative Mgmt and Planning	SWIM	Airport Integration and Throughput	Conflict Mgmt and Automation
1.Collaborative FP	■		■	■		
2.Airspace Management	■		■			
3. Airport CDM					■	
4. AGDL	■					
5. Automated assistance to Controller		■		■		■
6. RNP Approaches	■				■	■
7. CDO/CCO	■				■	

Figure 3–**IDP WBS mapping to SESAR Key Features**

3. IDP details and Gantt chart

The level of detail of the WBS and Gantt charts proposed has been identified on the basis of the following considerations:

- A programme management perspective should be taken, which implies the avoidance of "micro-management" activities
- The level of granularity should be appropriate to the monitoring needs in the execution phase
- A "consistent view" should be ensured for all the projects developed

It is to be noted that the WBS and Gantt charts shall be detailed further during the execution phase, including with specific tasks for military organisations related to civil-military coordination.

IDP version 3.0 introduces the elements related to geographical applicability and consequent recommended timing, such as to enable the IDSG to monitor the evolution and recommend eventual corrections.

Furthermore, as it can be noted in the proposed IDP WBS, a Management Support Work Package (WP) has been included at Programme level. Such WP refers to "programme management" support activities to be performed by IDSG/ET, such as the following:

- IDP related projects identification and monitoring;
- Support in the identification of delays, risks and issues;
- Support in the definition, adoption, submission to the relevant actors and monitoring of recommendations from the IDSG with the objective to mitigate those delays, risks and issues ;
- Support in the management of internal and external communication processes.

It is important to stress that such management support WP differs from the Project Execution WPs included within each project, which are mostly characterized by the Statement of Work of each single project together with a high level analysis on the expected implementation benefits and by the technical support activities.

3.1 Collaborative Flight Planning and Demand and capacity balancing tools

In order to implement Collaborative flight planning and Demand and capacity balancing tools, two main threads have been envisaged as relevant:

- **WP1.1 – AFP automatically generated**
  The automatic provision and processing of updated flight plan information is a key enabler to the enhancement of collaborative flight planning. The implementation of a number of ATC Flight Plan Proposal (AFP) messages are deemed as a priority, thus a specific WP has been foreseen. The related actions consist in the implementation of the automatic generation of AFP messages in ADEXP format.

- **WP 1.2 - STAM Phase 1**
  It was also recognized the importance of a dedicated WP for Short-term ATFCM measures (STAMs). The implementation of such measures in terms of minor ground delays, flight level capping and minor re-routings applied to a limited number of flights can reduce the complexity of anticipated traffic peaks enabling network benefits. STAM phase 1 initial deployment will address the use of Occupancy counts for the monitoring of sector configuration instead of Entry counts, as well as of procedures for manual implementation of STAM measures and relevant training.
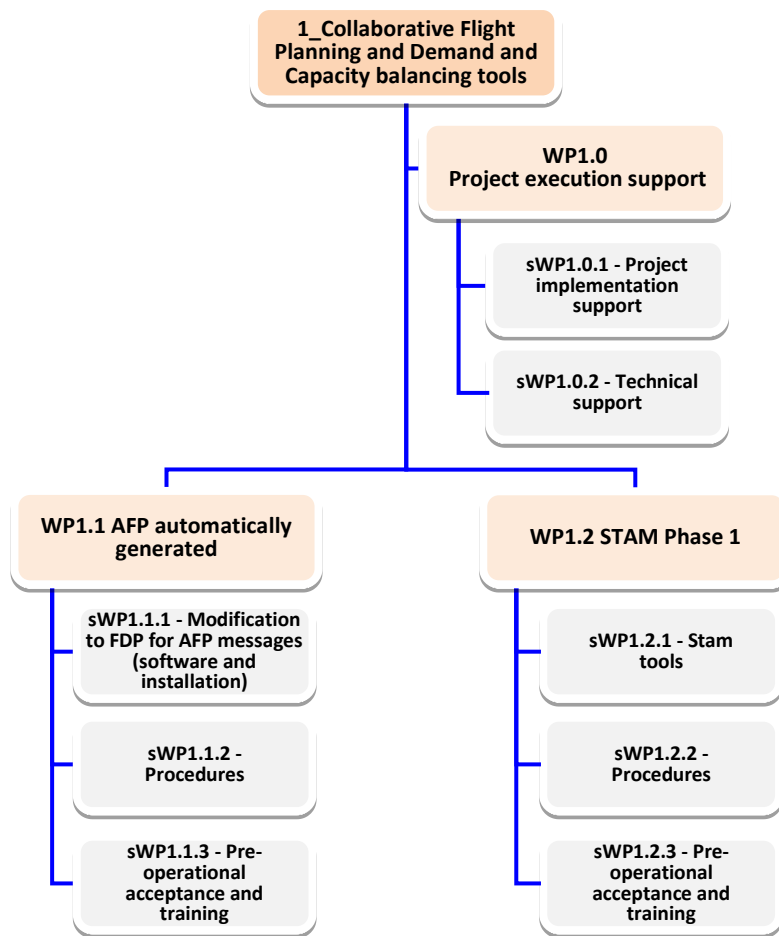
Figure 4– **Collaborative Flight Planning and Demand Capacity balancing Tools WBS**

The following Gantt chart reports the details of the activities foreseen within each SWP identified:

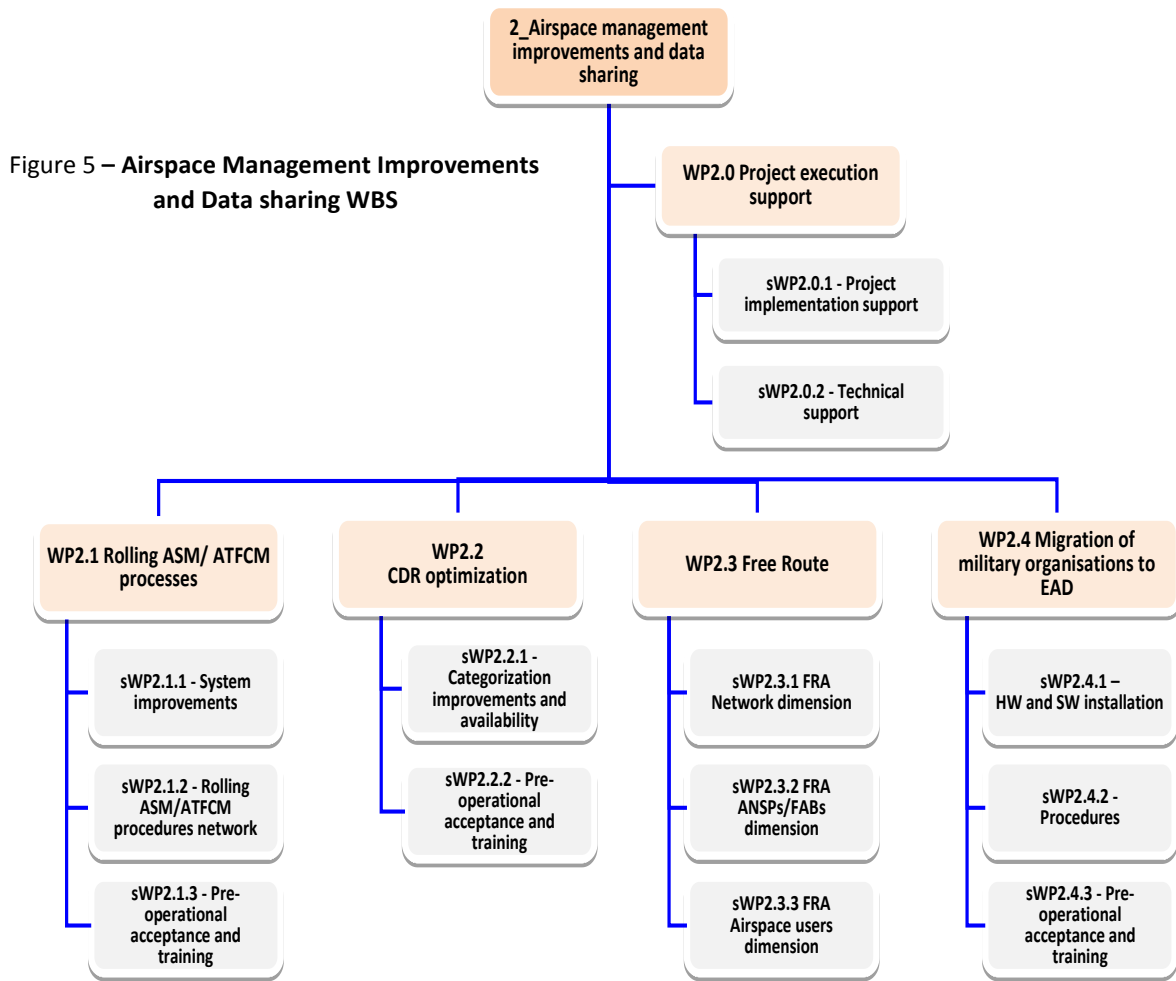| Task ID	Task Name	Resource Names
3	**1_Collaborative Flight Planning and Demand and Capacity balancing tools**	
4	**WP1.1 AFP automatically generated**	
5	**sWP1.1.1 - Modification to FDP for AFP messages (software and installation)**	
6	Provide AFP message for missing flight plans	ANSP (civil and MIL)
7	Provide AFP message for change of route	ANSP (civil and MIL)
8	Provide AFP message for diversion	ANSP (civil and MIL)
9	Provide AFP message for change of Aircraft Type	ANSP (civil and MIL)
10	Provide AFP message for change of Aircraft Equipment	ANSP (civil and MIL)
11	Check of the correctness of received AFP	NM
12	**sWP1.1.2 – Procedures**	
13	Procedures	ANSP (civil and MIL)
14	**sWP1.1.3 – Pre-operational acceptance and training**	
15	Safety assessment	ANSP (civil and MIL)
16	Pre-operational acceptance	ANSP (civil and MIL)
17	Training	ANSP (civil and MIL)
18	**WP1.2 STAM Phase 1**	
19	**sWP1.2.1 – Stam tools**	
20	Availability of CHMI	ANSP, AU
21	Availability of IP network for connections with NM	ANSP, AU
22	Capacity balancing tool via CHMI	NM
23	STAM network view for the Aus	NM, ANSP, AU
24	Dynamic Demand and Capacity balancing tools via NOP	NM
25	Integration of ANSPs sector and traffic occupancy parameters data into NM systems	NM, ANSP
26	**sWP1.2.2 – Procedures**	
27	Procedures (e.g. occupancy counts, local manual STAM measures, sector configuration adaptation)	ANSP, AU, NM
28	**sWP1.2.3 – Pre-operational acceptance and training**	
29	Safety assessment	ANSP
30	Pre-operational Acceptance	ANSP
31	Training	NM, ANSP
32	**WP1.0 Project execution support**	
33	**sWP1.0.1 – Project implementation support**	
34	**sWP1.0.2 – Technical support**	
35	**Collaborative Flight Planning and Capacity Demand balancing tools implemented**	

Table 4– **Collaborative Flight Planning and Demand Capacity Tools Gantt**

3.2 *Airspace Management Improvements and Data sharing*

In order to implement the advanced airspace management improvements and data sharing, 4 main threads have been taken into account:

- **WP2.1 Rolling ASM/ATFCM processes** affecting the ASM/ATFCM processes and its relevance on the network. That includes support through the rolling NOP and the B2B[3] services. In particular W.P 2.1.1 addresses the deployment of tools to support the rolling ASM/ATCFM processes. It includes tools to be deployed locally (ASM civil-military coordination tools) and tools at CNMF level (Airspace Data Repository-ADR) as well as their interoperability requirements. W.P 2.1.2 addresses the deployment of the relevant procedures.

- **WP2.2 CDR optimization** proposes rationalisation and further harmonisation of CDR categories to improve airspace availability

- **WP2.3 Free Route** proposes the activities that have to be taken on board in order to bring tangible benefits to the overall European network. Several options will be prepared for implementation between NM, ANSP and FABs that could include, depending on the maturity level of developments: **Night** implementation of Free Route; **Week-end** or **24 hrs** (within ATCUs, cross border when possible between ATCUs within ANSPs in the same FAB or with adjacent FABs). All combinations of above cases can be envisaged depending on local capabilities. Cooperative deployment of those various phases spans from 2012 to 2019.

- **WP2.4 Migration of military organisations to the EAD** both as static and dynamic data provider and data user aims at harmonising military aeronautical information in Europe and optimising the exchange of aeronautical information in a future SWIM environment. This includes as pre-requisites the harmonisation of military AIP documents, a military extension of the AIXM 5 data model and EAD Static Data Operations to accommodate missing military data elements.

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[3] Business to Business

Figure 5 – **Airspace Management Improvements and Data sharing WBS**

The following Gantt chart reports the details of the activities foreseen within each SWP identified:

Task ID	Task Name	Resource Names
36	**2_Airspace management improvements and data sharing**	
37	**WP2.1 Rolling ASM/ ATFCM processes**	
38	**sWP2.1.1 – System improvements**	
39	ASM systems	
40	ASM systems installation and deployment	Civil & Mil. ANSP, Eurocontrol, AMC
41	Develop Airspace Status integration in AIXM B2B to be interoperable with ADR in AIXM 5.1	Civil & Mil. ANSP, Eurocontrol
42	Performing the integration of ASM support systems with the Network	Civil & Mil. ANSP, Eurocontrol
43	Airspace Data Repository (ADR)	
44	Operational ASM data download in AIXM 5.1 with live updates	Eurocontrol
45	Interoperability with ASM tools in AIXM 5.1	Eurocontrol

Task ID	Task Name	Resource Names
46	Publication of restrictions in AIXM 5.1 format via B2B	Eurocontrol
47	Interoperability between DNM database, official EAD data and DNM operational database (CACD)	Eurocontrol
48	Rolling NOP	
49	Flight Plan filing capability directly via the NOP portal	Civil & Mil. ANSP, Eurocontrol
50		
51	Management of AUP/UUP via B2B services	Civil & Mil. ANSP, Eurocontrol
52	sWP2.1.2 – Rolling ASM/ATFCM procedures	
53	Procedures – Draft AUP and UUPs including the submission to the NM	Civil & Mil. ANSP, Eurocontrol
54	Pre-defined Airspace Solutions	Civil & Mil. ANSP, Eurocontrol
55	Implement Procedure 1 Coordination Process	Civil & Mil. ANSP, Eurocontrol
56	Implement Procedure 2 Release of Mil airspace	Civil & Mil. ANSP, Eurocontrol
57	Implement Procedure 3 Requests for unplanned Mil Activity (digital NOTAM implementation?)	Civil & Mil. ANSP, Eurocontrol
58	Rolling ASM/ATFCM Procedures Development	Civil & Mil. ANSP, Eurocontrol
59	Rolling ASM/ATFCM Procedures Deployed (ASM tools, ADR and rolling NOP)	Civil & Mil. ANSP, Eurocontrol
60	Submit UUP to CNFM	Civil & Mil. ANSP, Eurocontrol
61	sWP2.1.3 – Pre-operational acceptance and training	
62	Safety assessment	Civil & Mil. ANSP
63	Pre-operational Acceptance	Civil & Mil. ANSP
64	Training	Civil & Mil. ANSP
65	WP2.2 CDR optimization (AOM19-ASP06)	
66	sWP2.2.1 – Categorization improvements and availability	
67	CDR rationalization	Civil & Mil. ANSP, Eurocontrol
68	Procedures Development	Civil & Mil. ANSP, Eurocontrol
69	CDR consistency achieved at national, bilateral & Sub-regional level	Civil & Mil. ANSP, Eurocontrol
70	sWP2.2.2 – Pre-operational acceptance and training	
71	Safety assessment	Civil & Mil. ANSP
72	Pre-operational Acceptance	Civil & Mil. ANSP
73	Training	Civil & Mil. ANSP
74	WP2.3 Free Route	
75	sWP2.3.1 FRA Network dimension	
76	System improvements	
77	Adaptations (tuning) of NM systems	NM

Task ID	Task Name	Resource Names
78	ADR and Airspace Management tools (modelling, simulation) adapted to free routing	NM
79	Procedures and processes	
80	Identify the FRA airspace volume (Lateral and Vertical)	NM, FAB, ANSP
81	Identify FRA applicable time (not necessary H24 7/7)	NM, FAB, ANSP
82	Identify FRA exit entry points	NM, FAB, ANSP
83	Adapt Airspace design and ensure FRA horizontal and vertical connectivity	NM, FAB, ANSP
84	Network overview – connectivity consistency of FRA cross-border application	NM, FAB, ANSP
85	Adapt RAD applicability	NM, FAB, ANSP
86	ATFCM FRA procedures	NM, FAB, ANSP
87	**sWP2.3.2 FRA ANSPs/FABs dimension**	
88	System improvements	
89	Upgrade local ASM tools for free route operation (NOP services of AUP/UUP)	FAB, ANSP
90	Upgrade FDP, if strictly required, to differentiate between different traffic type airspaces	FAB, ANSP
91	FDP capability, if strictly required, to support cross-border FRA operations (direct route beyond AoR, DCT clearances, random entry/exit points)	FAB, ANSP
92	Upgrade local flight plan reception and handling, if required	FAB, ANSP
93	Procedures and processes	
94	Adapt the LoA with adjacent ATS units	FAB, ANSP, NM
95	Publish relevant data for FRA in AIP	ANSP
96	Charts for FRA operations	ANSP
97	Airspace management procedure for the implementation of free routes operation	FAB, ANSP, Military, NM
98	ASM Procedures for identifying and promulgating 'Free Route' areas	FAB, ANSP, Military, NM
99	ATC procedures to cover free route co-ordination and transfer of control, trajectory change in a free route environment, conflict detection	FAB, ANSP
100	Transversal activities	
101	Validate FRA concept (airspace organisation, ATC/ATFCM and ASM procedures, airspace restrictions)	FAB, ANSP
102	Train ATCOs on the application of FRA	FAB, ANSP
103	Develop FRA Safety Case	FAB, ANSP
104	**sWP2.3.3 FRA Airspace users dimension**	
105	System improvements	
106	Flight Planning system to support free routing	NM,AU (AOC), ANSP
107	Procedures and processes	
108	Airline Operational Procedures for free route	AU (civil & MIL)

Task ID	Task Name	Resource Names
109	Airline Operational Procedures to take into account airspace and traffic constraints when selecting a route	AU (civil & MIL)
110	Transversal activities	AU (civil & MIL)
111	AOC training	AU (civil & MIL)
112	**WP2.4 Migration of military organisations to EAD**	
113	**sWP2.4.1 - HW and SW installation**	
114	Hardware Installation (depending on chosen solution)	Military ANSP, Eurocontrol
115	Connection to PENS	Military ANSP, Eurocontrol
116	Software installation (EADPro or MyEAD)	Military ANSP, Eurocontrol
117	**sWP2.4.2 - Procedures**	
118	Procedures (e.g. signature of letter of intent, drafting migration and transition plan)	Military ANSP, Eurocontrol
119	**sWP2.4.3 - Pre-operational acceptance and training**	
120	Safety assessment	Military ANSP, Eurocontrol
121	Pre-operational Acceptance	Military ANSP, Eurocontrol
122	Training	Military ANSP, Eurocontrol
123	**WP2.0 Project execution support**	
124	**sWP2.0.1 - Project implementation support**	
125	**sWP2.0.2 - Technical support**	
126	**Airspace management improvements and data sharing implemented**	

Table 5 – **Airspace Management Improvements and Data sharing Gantt**

3.3 Airport CDM

In order to facilitate the monitoring of Airport CDM implementation, it has been envisaged that a standard set of activities should be reiterated per each interested airport. The work is focusing on 6 elements of A-CDM as defined in the EUROCONTROL A-CDM guidance (i.e. Information sharing, Turn around process, Variable taxi times, Pre-departure sequencing, Adverse conditions and Collaborative management of flight updates)

In particular, the approach is to monitor the A-CDM implementation at airport level; therefore the described actions have to be applied for each relevant airport.
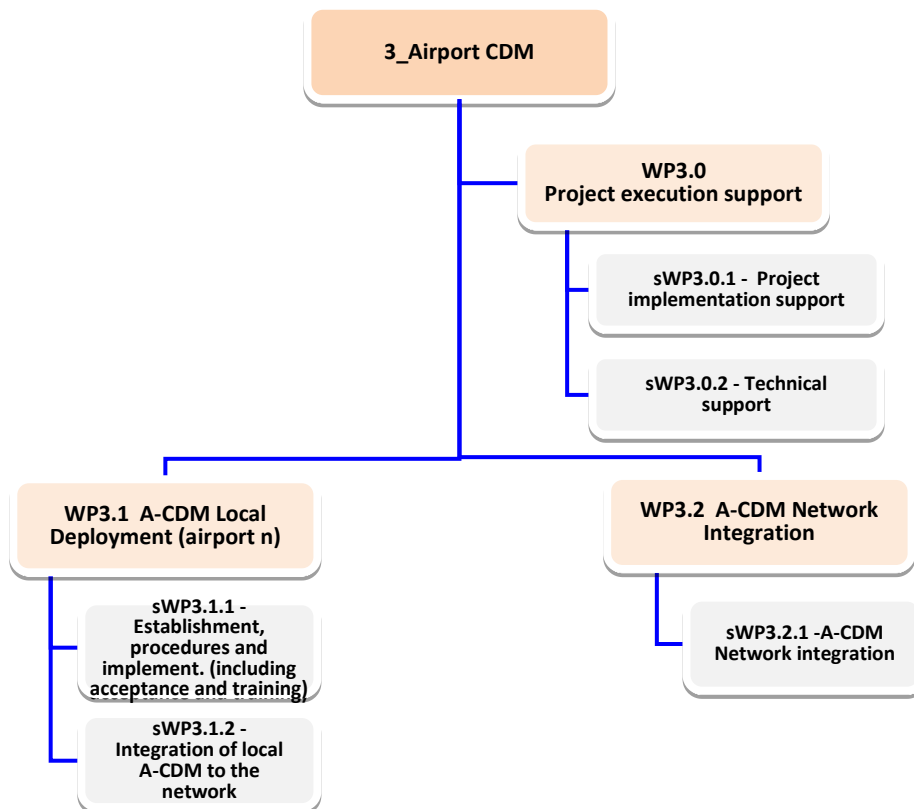

Figure 6 – **Airport CDM WBS**

The following Gantt chart reports the details of the activities foreseen within each SWP identified:

Task ID	Task Name	Resource Names
127	**3_Airport CDM**	
128	**WP3.1 A-CDM Local Deployment (airport: XYZ)**	
129	**sWP3.1.1 - Establishment, procedures and implementation (including acceptance and training)**	
130	A-CDM performance assessment and reporting	ANSP, Airports, AU
131	Local A-CDM performance committee establishment	ANSP, Airports, AU
132	Implement local procedures for turn around process	ANSP, Airports, AU
133	Implement variable taxi-times and pre-departure sequencing procedures	ANSP, Airports, AU
134	Implementation of local procedures for Information Sharing	ANSP, Airports, AU
135	Implement local procedures for CDM in adverse conditions	ANSP, Airports, AU
136	**sWP3.1.2 - Integration of local A-CDM to the network**	
137	DPI implementation	ANSP, Airports
138	FUM implementation	ANSP, Airports
139	**WP3.2 A-CDM Network Integration**	
140	**sWP3.2.1 -A-CDM Network integration**	
141	Delivery of FUM message	NM
142	Integration of DPI	ANSP, Airports, NM
143	Integration of DPI (Airport XYZ)	
144	**WP3.0 Project execution support**	
145	**sWP3.0.1 - Project implementation support**	
146	**sWP3.0.2 - Technical support (e.g. A-CDM harmonisation, ad-hoc support, maintenance of (common) training)**	
147	**Airport A-CDM implemented**	

Table 6– **Airport CDM Gantt**

3.4 Air-Ground Datalink

In order to rationalize the Air-Ground Datalink implementation approach, in line with DLS Implementing Rule (EC regulation 29/2009) the project has been divided in three main threads:

- **WP4.1 - Technological update** affects the technological area, encompassing A/G communication and ATC systems

- **WP4.2 – Operational activities** is based on the operational needs

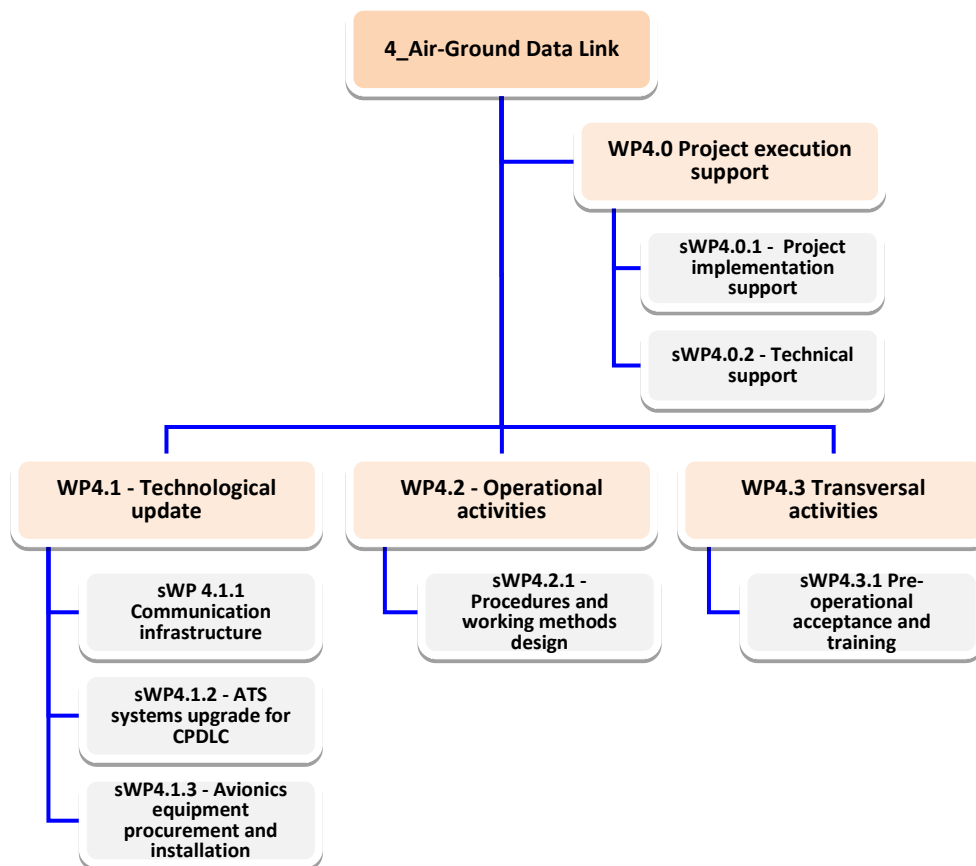- **WP4.3 – Transversal activities** concerns the acceptance and training activities

Figure 7– **Air-Ground Datalink WBS**

The following Gantt chart reports the details of the activities foreseen within each SWP identified:

Task ID	Task Name	Resource Names
148	**4_Air-Ground Data Link**	
149	**WP4.1 - Technological update**	
150	**sWP4.1.1 - Communication infrastructure**	**ANSP**
151	A/G backbone installation (LINK TO ITY-AGDL-REG04)	ANSP, Military
152	G/G backbone installation (ITY-AGDL-ASP03)	ANSP, Military
153	**sWP4.1.2 - ATS systems upgrade for CPDLC**	**ANSP**
154	A/G Data Link front-end	ANSP
155	FDPS update (local and national)	ANSP
156	OLDI module update (ITY-COTR ASP08 / ASP09)	ANSP
157	HMI update to enable CPDLC dialog with Pilot	ANSP
158	Test bed and simulators update	ANSP
159	**sWP4.1.3 - Avionics equipment procurement and installation**	
160	Avionics procurement	AU, Military
161	Retrofit: Avionics installation	AU, Military
162	**WP4.2 - Operational activities**	
163	**sWP4.2.1 - Procedures and working methods design**	**ANSP**
164	Operational agreements (ACC LoAs, contingency)	ANSP
165	AIS (ITY-AGDL-REG03)	ANSP
166	Operational Deployment of Data Link Services (including cockpit operational procedures)	ANSP, AU, Military
167	**WP4.3 Transversal activities**	
168	**sWP4.3.1 Pre-operational acceptance and training**	
169	Safety assessment	ANSP, AU
170	Pre-operational acceptance	ANSP, AU
171	Training	ANSP, AU
172	**WP4.0 Project execution support**	
173	**sWP4.0.1 - Project implementation support**	
174	**sWP4.0.2 - Technical support**	
175	**Air Ground Data Link implemented**	

Table 7– **Air-Ground Datalink Gantt**

3.5 *Automated assistance to controllers for seamless coordination, transfer and dialogue*

In order to implement the Automated assistance to controllers for seamless coordination, transfer and dialogue block, two main threads have been identified:

- **WP5.1 – OLDI migration from x.25 to IP** entails the installation of OLDI module in the ACCs, and the upgrade of Communication Systems from IPV4 to IPV6 in line with the relevant EC regulations (Reg. 633/2007 and 283/2011)

- **WP5.2 – Complementary OLDI migration messages** aims at putting in place systems updates as well as procedures to implement complementary OLDI messages
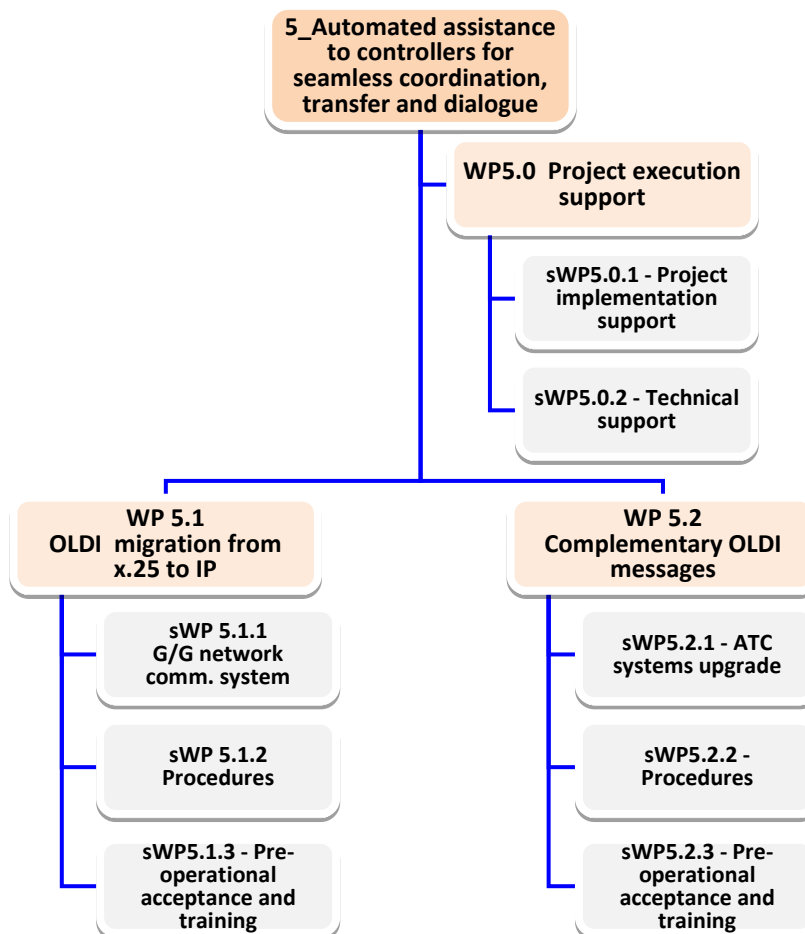

Figure 8 – **Automated assistance to controllers for seamless coordination, transfer and dialogue WBS**

The following Gantt chart reports the details of the activities foreseen within each SWP identified:

Task ID	Task Name	Resource Names
176	5_Automated assistance to controllers for seamless coordination, transfer and dialogue	
177	WP5.1 OLDI migration from X.25 to IP	
178	sWP5.1.1 - G/G network communication systems	
179	Upgrade of G/G network communication systems	ANSP
180	Upgrade of OLDI module (where applicable)	ANSP
181	Manage transition from IP v.4 to IP v.6	ANSP
182	sWP5.1.2 - Procedures	
183	Procedures	ANSP
184	sWP5.1.3 - Pre-operational acceptance and training	
185	Safety assessment	ANSP
186	Pre-operational acceptance	ANSP
187	Training	ANSP
188	WP5.2 Complementary OLDI messages	
189	sWP5.2.1 - ATC systems upgrade	
190	Support to basic procedures (plus COD where applicable)	ANSP
191	Support to transfer of communication process	applicable ANSP
192	Support to Coordination dialogue	applicable ANSP
193	AMAN data exchange (AMA)	applicable ANSP
194	sWP5.2.2 - Procedures	
195	Operational procedures and bilateral coordination	ANSP
196	Working methods	ANSP
197	sWP5.2.3 - Pre-operational acceptance and training	
198	Safety assessment	ANSP
199	Pre-operational acceptance	ANSP
200	Training	ANSP
201	WP5.0 Project execution support	
202	sWP5.0.1 - Project implementation support	
203	sWP5.0.2 - Technical support	
204	Automated assistance to controllers for seamless coordination, Transfer and Dialogue implemented	

Table 8– **Automated assistance to controllers for seamless coordination, transfer and dialogue Gantt**

3.6 *RNP Approach*

In order to implement RNP approach, three main threads have been envisaged as relevant:

WP6.1 – APV national deployment relates to the operational activities linked to the identification and deployment of Radio-navigation Plan

WP6.2 – APV local deployment relates to the deployment of two APV solutions at local level, both concerning APV/Baro and APV/SBAS

WP6.3– RNAV AU activities concerns the procurement and installation of the avionics equipment, and the related operational and transversal activities
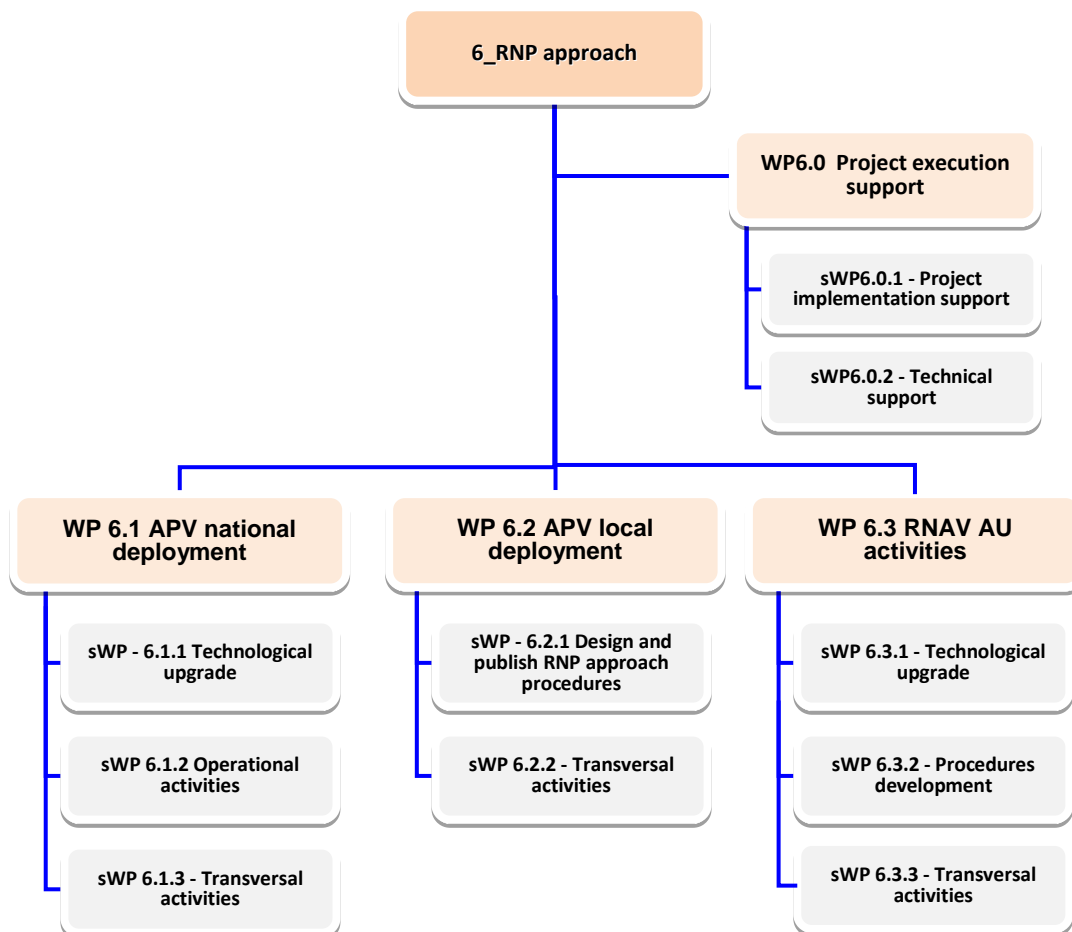

Figure 9 – RNP Approach WBS

The following Gantt chart reports the details of the activities foreseen within each SWP identified:

Task ID	Task Name	Resource Names
205	6_RNP approach	
206	WP 6.1 APV national deployment	
207	sWP - 6.1.1 Technological upgrade	
208	Define a minimal conventional navigation equipments network (to be notified with sufficient notice)	ANSP, Military authority, applicable airports
209	Create or adapt a procedure design tool compliant for RNP and validate it	ANSP, Military authority, applicable airports
210	sWP 6.1.2 Operational activities	
211	Identify a national RNP approach deployment plan according to priority criteria	ANSP, Military authority, applicable airports
212	Cross check optimisation with NAVAIDS decommissioning plan	ANSP, Military authority, applicable airports
213	sWP 6.1.3 - Transversal activities	
214	Develop generic national safety case for RNP approaches	ANSP, Military authority, applicable airports
215	WP 6.2 APV local deployment	
216	sWP - 6.2.1 Design and publish RNP approach procedures	
217	Design APV/BARO and/or APV/SBAS operations	ANSP, Military authority, applicable airports
218	Publish procedure	ANSP, Military authority, applicable airports
219	sWP 6.2.2 - Transversal activities	
220	Local consultations	ANSP, Military authority, applicable airports
221	Safety assessment	ANSP, Military authority, applicable airports
222	Training	ANSP, Military authority, applicable airports
223	WP 6.3 RNAV AU activities	
224	sWP 6.3.1 - Technological upgrade	
225	Check availability of technical solutions for used aircraft types	ANSP, Military authority, applicable airports
226	Procure equipment according individual AU business CBA (link with sWP 6.3.3)	ANSP, Military authority, applicable airports
227	Installation and airworthiness approval of equipment	ANSP, Military authority, applicable airports
228	sWP 6.3.2 - Procedures development	
229	Develop procedures for RNAV approaches	ANSP, Military authority, applicable airports
230	Integrate procedures into operational manuals	ANSP, Military authority, applicable airports

Task ID	Task Name	Resource Names
231	**sWP 6.3.3 - Transversal activities**	
232	Individual AU business CBA	ANSP, Military authority, applicable airports
233	Safety assesment	ANSP, Military authority, applicable airports
234	Training	ANSP, Military authority, applicable airports
235	Communication/ rising of awareness of crews and operational people	ANSP, Military authority, applicable airports
236	**WP6.0 Project execution support**	
237	**sWP6.0.1 - Project implementation support**	
238	**sWP6.0.2 - Technical support**	
239	**RNP approach implemented**	

Table 9 – **RNP Approach Gantt**

3.7 _Continuous Descent / Continuous Climb Operations (CDO/CCO) Application_

In order to implement Continuous Descent Operation (CDO) and Continuous Climb Operation (CCO) Applications, two main threads have been envisaged as relevant: CDO Local Deployment and CCO Local Deployment.

CDO is enabled by airspace design, procedure design and facilitation by ATC, in which an arriving aircraft descends continuously, to the greatest possible extent, by employing minimum engine thrust, ideally in a low drag configuration, prior to the final approach fix/final approach point (FAF/FAP). An optimum CDO starts from the top-of-descent (TOD) and uses descent profiles that reduce controller-pilot communications and segments of level flight.
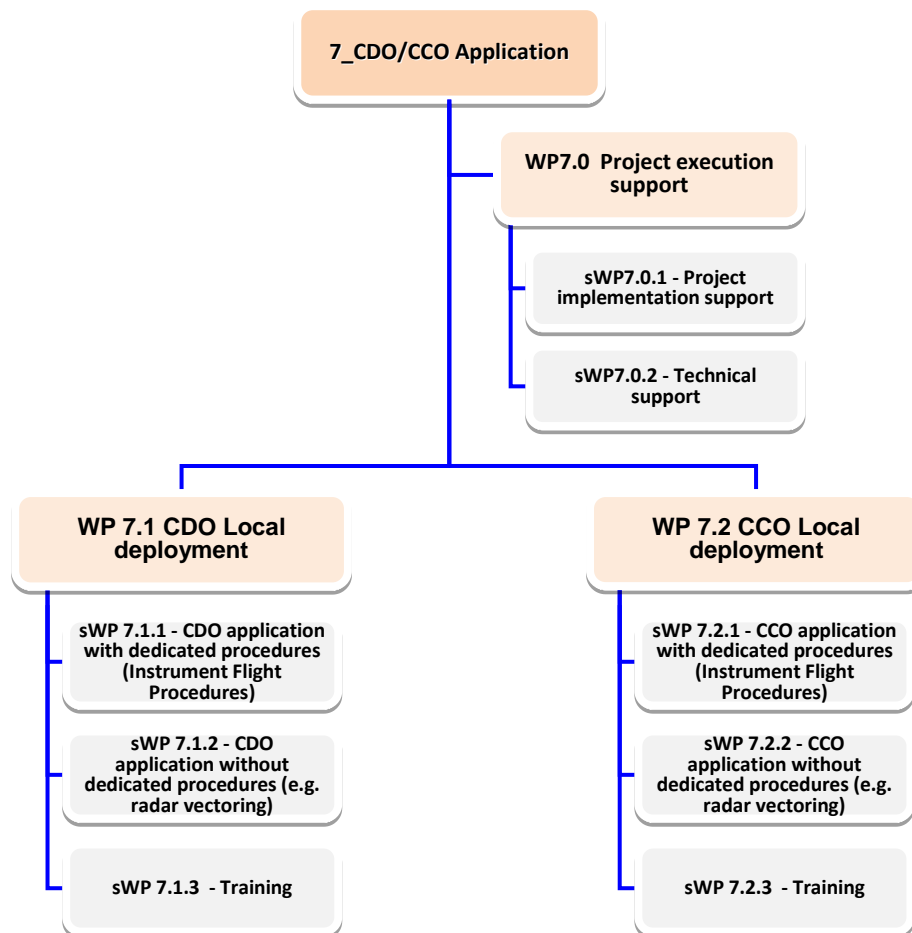
Figure 10 – **CDO/CCO Application WBS**

The following Gantt chart reports the details of the activities foreseen within each SWP identified:

Task ID	Task Name	Resource Names
240	**7_CDO/CCO Application**	
241	**WP 7.1 CDO Local deployment (Airport XYZ)**	
242	**sWP 7.1.1 - CDO application with dedicated procedures (Instrument Flight Procedures)**	
243	Design CDOps procedures	ANSP, applicable airports
244	Coordinate trials with one or more airlines via Customer Care meetings	ANSP, AU, applicable airports
245	Coordinate trials and procedures with adjacent ATS Units, when necessary	ANSP, applicable airports
246	Completion of trials and benefits evaluation	ANSP, AU, applicable airports
247	Inform the airlines about the possibility of performing CDOps and publish procedures in AIP	ANSP, AU, applicable airports
248	**sWP 7.1.2 - CDO application without dedicated procedures (e.g. radar vectoring)**	**ANSP, applicable airports**
249	**sWP 7.1.3 - Training**	**ANSP, AU, applicable airports**
Task ID	Task Name	Resource Names
250	**WP 7.2 CCO Local deployment (Airport XYZ)**	
251	**sWP 7.2.1 - CCO application with dedicated procedures (Instrument Flight Procedures)**	
252	Design CCOps procedures	ANSP, applicable airports
253	Coordinate trials with one or more airlines via Customer Care meetings	ANSP, AU, applicable airports
254	Coordinate trials and procedures with adjacent ATS Units, when necessary	ANSP, applicable airports
255	Completion of trials and benefits evaluation	ANSP, AU, applicable airports
256	Inform the airlines about the possibility of performing CCOps and publish procedures in AIP	ANSP, AU, applicable airports
257	**sWP 7.2.2 - CCO application without dedicated procedures (e.g. radar vectoring)**	**ANSP, applicable airports**
258	**sWP 7.2.3 - Training**	**ANSP, AU, applicable airports**
259	**WP7.0 Project execution support**	
260	**sWP7.0.1 - Project implementation support**	
261	**sWP7.0.2 - Technical support**	
262	**CDO/CCO Application implemented**	

Table 11 – **CDO/CCO Application Gantt**

4. Next steps

Whilst the IDP constitutes the working reference for the IDSG, it remains a leaving document. The IDSG will ensure the maintenance of the IDP, including its annexes. In particular, its annex 2 which includes the overall Gantt Chart for all activities under IDP's WBS, will endeavour to capture planning information from all stakeholders whereas the current version is limited to ANSPs.

The IDP constitutes the first deliverable of the IDSG. Now that the adoption of the IDP by the IDSG has marked the start of IDSG's steering and monitoring phase, the IDP will be complemented by an IDP EXECUTION PROGRESS REPORT which will provide a synthetic view of IDP's Activity Areas implementation status supported by detailed analysis and recommendations as needed to keep IDP EXECUTION as aligned as possible with the plans from which the IDP derives (ATM Master Plan's level 3 – ESSIP – and Network Strategy Plan).

In this direction, the IDSG has already initiated the assessment of the initial status of the IDP, looking at establishing a baseline for future project level monitoring, in order to ensure that the real monitoring on the IDP implementation towards the stakeholders' identified timeframes takes place from early 2013. An initial darft version of the IDP EXECUTION PROGRESS REPORT has been submitted by the IDSG/ET to the IDSG at its 5th meeting on 7 February 2013 in order to seek guidance and opinion.