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LIST OF REFERENCE DOCUMENTS

1. General Documents

- 1. LCIP 2005-2009 Process Description: https://www.eurocontrol.int/eatmp/lcip/2005_2009_Process_Description.pdf
- 2. ECIP document for the years 2005-2009: http://www.eurocontrol.int/ecip/
- 3. EUROCONTROL ATM 2000+ Strategy: http://www.eurocontrol.int/eatm/public/standard_page/library_strategic_doc.html
- 4. ECIP Status Report for the year 2003, Edition 1.0: <u>http://www.eurocontrol.int/ecip/statusreport/statusreport2003.pdf</u>
- 5. Performance Review Reports: http://www.eurocontrol.int/prc/public/standard_page/doc_prr.html
- 6. STATFOR Forecasts: <u>http://www.eurocontrol.int/statfor</u>
- 7. ATFM Monthly Summaries: http://www.cfmu.eurocontrol.int/ATFM/public/monthlyreports.html
- 8. SRC deliverables (ESARRs): <u>http://www.eurocontrol.int/src/html/deliverables.html</u>
- 9. Strategic Safety Action Plan for Enhanced ATM Safety in a Single Pan-European Sky (SSAP): http://www.eurocontrol.int/activities/safety/ssap.html
- 10. The European Action Plan for the Prevention of Runway Incursions: http://www.eurocontrol.int/eatm/agas/runwayincursions/index.html
- 11. Acronyms and abbreviations: <u>http://www.eurocontrol.int/eatm/gallery/content/public/library/acronyms.pdf</u>
- 12. EATM Catalogue of Publications: http://www.eurocontrol.int/eatm/gallery/content/public/library/catalogue_of_publications.pdf

2. Specific Documents

- 13. Previous LCIP document: <u>http://www.eurocontrol.int/eatmp/lcip/index.html</u>
- 14. Naviair's Copenhagen Capacity Plan 2004-2009 (in Annex D)
- 15. Regulations for Civil Aviation (BL) BL 08-series
- 16. Regulations for Civil Aviation (BL) BL 07-series

DOCUMENT APPROVAL

The following table identifies:

1. the persons who prepared and reviewed the present issue of the document, and

2. the authorities (or their delegated authorities) who have successively approved the present issue of the document. Their signature reflects the confirmation of the participation of their organisation in the performance improvement process and their commitment to implement the actions as described in the LCIP Document.

	Stakeholder/ Organisation	Official's Name	Position	Date & Signature
ared	EUROCONTROL Agency	Danny DEBALS	Contact Person	D. Debuls 13 Apr 05
Prepared	Denmark	Bo FELDBERG	ATM/CNS Focal Point	293-05 105-05
Reviewed	EUROCONTROL Agency	³ Etienne FRANÇOIS	LCIP Service Manager	W. DEPOULLON
Revie	Denmark	Lars P. JENSEN	Chief Inspector CAA	Jundam
	CAA (SLV)	Kurt Lykstoft LARSEN	Director General	Alsos K. dykstoft danne
Approved	ANS Provider (Naviair)	Morten DAMBÆK	Director General	1/4 2005 Mr. Annlow
	Defence Command	H.R. DAM	Major General	7/4-2005 Hench Q
Accepted	EUROCONTROL Agency	Victor AGUADO	Director General	18/4/5

It has been decided that Copenhagen Airports A/S will, for the present edition of the document, not sign the LCIP.

The EUROCONTROL Agency's signature to this document indicates that the Agency has reviewed the LCIP plans and considers that they are consistent with the principles and objectives of the EUROCONTROL ATM 2000+ Strategy and coherent with other plans and commonly agreed actions.

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Executive Summary

Introduction

This LCIP is the medium-term performance plan of Denmark and identifies the actions planned to meet the strategic principles and the objectives set out in the EUROCONTROL ATM 2000+ Strategy. The scope of the plan includes all elements of the Air Navigation System and the various Stakeholders who have a role to play in the execution of the plan for Denmark.

Business Environment

No changes have recently taken place or are planned in the medium term in the Danish ATM organisation. Regulatory and service provider function were already separated since 2001. Recently the CAA has also been nominated as National Supervisory Authority (NSA).

Traffic

Over 2004, the increase of traffic was more than 10%, this being higher than the most recent forecasts made for Denmark. Forecasts for the future give yearly traffic raises around 3% (lower than the European trend).

ATM Safety

The Regulator is separated from the ANSP (Naviair). ESARR 2 has been fully implemented, and ESARR 3 and 4 have been almost fully implemented, with some remaining work to be done by mid 2005. Implementation actions for ESARR 5 are partially completed, with full completion foreseen by early 2006 – however the issues related to technical personnel have now been questioned. For the new ESARR 6 the necessary regulation should be published by end 2005.

An SMS has been implemented since years within Naviair.

Capacity

As reported last year, and despite the large raise in traffic in 2004, no capacity problems have been experienced in Denmark, and the traffic increase in the coming 5 year period is not expected to change this situation.

<u>Airport</u>

The European Action Plan for the Prevention of Runway Incursions (EAPRI) has been studied by all Danish Stakeholders. For each controlled Airport, a Safety Team has been established (if not already existing) to further study the implementation of these actions. Most of the actions proposed in the Action Plan are found already to be implemented in the Danish Airports. There are no specific delay problems at Copenhagen Airport Kastrup.

Pan-European Objectives

In general, Denmark is not having EATM implementation problems, the implementation of Pan-European implementation objectives remains to progress satisfactorily. Most of the agreed Pan-European Objectives are either planned (7) or partially completed (4) or even completed (4). Some delays are encountered for the delivery of information to CFMU (ETFMS), as this is linked to the finalisation of DATMAS. Also the Objective dealing with migration of flight data exchange to TCP/IP is formally marked as "Under Review", as Naviair has proposed that the Eurocontrol COMT will form a subgroup to co-ordinate this migration.

Major Projects

The major new system implementation project is the DATMAS project, aiming at installing new radar/data and control systems at the ACC and some APP/TWRs. Delivery is foreseen mid 2006, full operation by early 2007.

Furthermore Naviair is involved in the NUAC Regional Project (with Sweden, Finland and Norway) and the Skaane Project (with Sweden) as well as the creation of a common ATS Academy (with Avinor and LFV).

The Nordic SWIM project objective is to investigate the feasibility of sharing and using a consolidated set of data relevant to airlines, ANSP and airports in the Nordic Region. Partners are the Nordic ANSPs, Oslo, Copenhagen, Helsinki and Arlanda airports and airlines operating in the Nordic area i.e. SAS group and Finnair. The Nordic SWIM project is led by Eurocontrol.

Finally through the COOPANS (Co-operation between ANSPs) project, Naviair together with Irish Aviation (IAA) and LFV-Group Sweden, co-operates on common and harmonised specifications for their future upgrades of their contracted Eurocat 2000 systems (Thales ATM product) and common procurement of new functionality. This co-operation will reduce risk and costs for new developments and also have a number of associated benefits, e.g. joint maintenance.

1 Analysis of the State Context

1.1 <u>National Stakeholders</u>

1.1.1 <u>Regulator</u>

Civil aviation in Denmark is under the responsibility of the MoT. Civil Aviation Administration, Denmark (CAA/DK) - STATENS LUFTFARTSVÆSEN (SLV) -, has one main task, i.e. the safety regulation of civil aviation. Recently the CAA has also been nominated as National Supervisory Authority (NSA).

The CAA sets and enforces technical and operational standards relating to the manufacture, operation and maintenance of aircraft, the establishment and operation of ANS, and the establishment and operation of airports. It also rates and licences aircrew, ATCO and maintenance personnel. Additionally, the Department is concerned with noise abatement and enforces regulations concerning the transport of hazardous goods by air.

1.1.2 <u>ANSP</u>

The main task of the ANS Provider Naviair is the provision of the services and infrastructure needed to ensure the safe handling of ATC in the Danish airspace.

1.1.3 <u>Military Authority</u>

The Tactical Air Command, Denmark (TACDEN) being the highest operational authority in the Royal Danish Air Force is - in the LCIP context - responsible for matters related to MIL SLoAs.

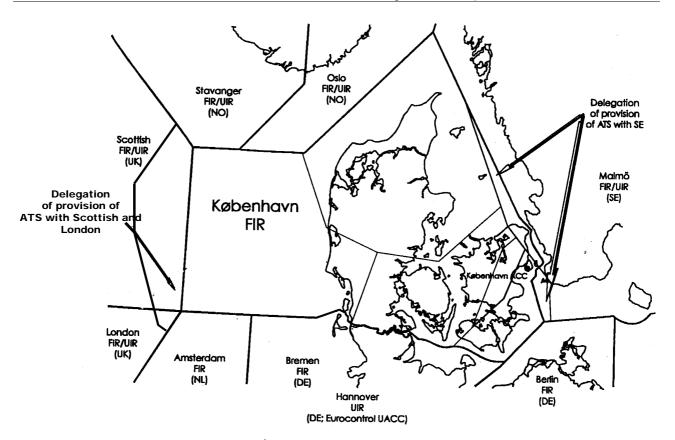
1.1.4 Airport

The Copenhagen Airport Kastrup is the main airport covered by this LCIP, being the only coordinated airport in Denmark. Yet AOP03 (Runway Safety) related matters apply to all controlled Airports in Denmark.

1.2 Geographical Scope

The geographical scope of this document addresses the single Danish FIR.

The following map shows the FIRs/UIRs adjacent to the Danish airspace, which are of concern to this LCIP. In order to achieve some of the objectives of the ECIP, Copenhagen ACC will have to coordinate some of its actions with a number of foreign adjacent ACCs/UACs.



Geographical situation of the Danish airspace, and adjacent FIRs/UIRs

Note that in normal circumstances the number of sectors, as indicated in the Table below, is the maximum number of civilian control sectors that are operated simultaneously by the unit.

ATC Unit	Number of Sectors	Remarks
Copenhagen ACC	14 (En-Route) and 5 (APP)	New ATC system (DATMAS) planned to be delivered in 2007.

As already marked in the previous LCIP, no change to the number of sectors is anticipated over the next 5 years.

2 European Integration — the Single European Sky

The Single European Sky legislation is implemented through mandates given to the EUROCONTROL Agency to draft implementing rules. This work is currently being progressed.

As it will be the case for the ECIP, it is anticipated that the LCIP, adapted as necessary, will support the implementation and monitoring of the Single European Sky implementing rules through specific implementation objectives and SLoAs.

Existing ECIP Objectives that are likely to be the subject of regulatory activities are identified in later sections by "® "appearing in front of the definition.

3 ATM Safety

3.1 National ATM Safety regulation Authority arrangements

3.1.1 Description of the ATM national safety regulatory framework

ATM Safety regulation is conducted by the Civil Aviation Authority (CAA Denmark) independent of, but in co-operation with military Authorities. CAA Denmark was separated from the national ATM Service Provider, Naviair, in 2001. CAA Denmark has been entrusted by the Danish State to make rules for civil aviation and to make Safety oversight and Safety performance monitoring. CAA Denmark will, eventually, set up ATM Safety targets. ATM Safety occurrence analysis is conducted internally by the service provider, and, for serious incidents, by the Danish Aircraft Accident Investigation Board (AAIB). Rule making is done by the relevant departments inside CAA Denmark. Whenever a new rule (BL) is prepared, or a current rule is being modified, it is submitted for internal hearing as well as external hearing with all relevant parties. Safety oversight is implemented by regular (every 3 year) inspections of all service provider units. This will be changed to comply with ESARR 1. The process is very similar to a Safety audit, and will identify any non-conformities with regulation. CAA Denmark shall approve any unit technically and operationally before it can start operating. Any change to the conditions in the approval shall be submitted to the CAA for a renewal of the approval. The head of the unit shall also be approved by CAA Denmark, and will refer directly to the authority. The main problem implementing the future Safety regulatory framework will be manpower, and especially increasing the frequency for inspections/Safety audits.

3.1.2 Progress of ESARRs implementation

In Denmark, implementation of the ESARRs has reached various stages, as reflected below.

SRC02[®] - Implement ESARR 2 on reporting and analysis of safety occurrences in ATM (Agreed) - From : - By : 01-2002 - Completed

This Objective is now fully Completed in Denmark.

Note that presently no formal ESARR 2 verification process is in place and the existing general audit checklists need to be updated. The safety oversight has been considered at this stage to be performed by analysing the report statistics (per type of units, type of operations etc).

On 3 May 2001, the Danish Parliament passed a law authorising the CAA/DK to draw up regulations for mandatory reporting of flight safety occurrences. This was done through the issue of Regulations for Civil Aviation BL 8-10 in Jul 2001 (and a revised BL 5-40) covering the 4 main areas of reporting and assessment of safety occurrences in aviation, i.e. operational, technical, aerodrome and air navigation ones.

For the operational reporting, i.e. Flight Safety Report (FSR) or Urgent Flight Safety Report (UFSR), occurrences related to operation of aircraft, aircraft technical, ANS, Facilities and Ground Services must be reported. For the technical reporting Technical Safety Report (TSR), occurrences related to aircraft maintenance and repair, faults and defects in workmanship etc., and Danish Supplementary Type Certificate and MEL extensions must be reported. For the aerodromes reporting, i.e. Airport Safety Report (ASR), occurrences related to damage on airside, airport deficiency, surroundings etc. and fire and rescue services are the issues for mandatory reporting. Finally, for the ATS Reporting (ATSR), occurrences related to ATM safety occurrence must be reported.

The BL 8-10 regulation on mandatory reporting follows the requirements reflected in the EUROCONTROL Safety Regulatory Requirement on "Reporting and Assessment of Safety Occurrences in ATM", ESARR 2. The mandatory reporting is confidential with regard to the public insofar as the occurrence falls within the scope of the mandatory reporting. Although disciplinary exemption for the reporting party applies for occurrences covered by mandatory reporting, failure to report may result in a penalty.

The experience from the first years of mandatory reporting clearly shows that the all-over discipline among aviation's stakeholders in respect of reporting on flight safety occurrences is high and have improved considerably compared to earlier. It is assumed that the confidential and non-punitive situation existing around the reporting have been decisive factors in this respect. The number of reports for the first year shows a 75%, and for the second year a further 100% increase compared to earlier - which from an aviation safety perspective and in the spirit of the ESARR 2 objectives is considered to be a positive development. The number of reports per year now seems to be stabilised.

Preventive precautions have been initiated for some areas where undesirable tendencies appear to exist. Initiatives have been initiated to raise the awareness and knowledge of existing rules and regulations for especially VFR flights and adjustments have been made to improve ATC phraseology aiming at avoiding runway incursions. Furthermore as a result of the reporting preventive precautions have been initiated in order to avoid "airspace penetrations".

SRC03[®] - Implement ESARR 3 on the use of safety management systems by ATM Service Providers (Agreed) - From : - By : 07-2003 - Partially Completed

Appropriate national institutional arrangements have been identified including identification of responsibilities and legislation to be adopted. All of the SLoAs have been completed, except for the full completion of the verification that new regulation is applied (mid 2005).

The SLoAs aiming at implementing the requirements laid down in ESARR 3 "Use of SMS by ATM Service Providers" are progressing satisfactory. All of the actions directed at the Regulatory Authority (CAA/DK - SLV) have either been completed or have the "Planned" Progress. New Regulation for Civil Aviation (BL 7-26) requiring ATM Service Providers to apply the requirements of ESARR 3 was published effective by Jul 2003. The remaining actions for the Regulatory Authority to verify compliance with new regulations and verification of application of new regulation, respectively, are both in progress and expected to be completed by the end of 2005.

SRC04[®] - Implement ESARR 4 on risk assessment and mitigation in ATM (Agreed) - From : - By : 04-2004 - Partially Completed

Appropriate national institutional arrangements have been identified including identification of responsibilities and legislation to be adopted. SRC04 will be achieved by July 2005.

On ESARR 4, "Risk Assessment and Mitigation in ATM", the SLoAs aiming at implementing the requirements are progressing satisfactory. The procedures followed by the Regulatory Authority (CAA/DK - SLV) are almost similar to those described above in relation to ESARR 3 with the additional tasks related to definition of national ATM Safety Minima, ref. SRC04-REG09. It was decided at national level to implement the ESARR 4 simultaneously with the ESARR 3, which implies that Target Levels of Safety (TLS) for Severity Classes 2 - 5 on the basis of statistics for ATM related occurrences were set. During 2004 it was recognised that these Target Levels of Safety were based on inadequate data and as a consequence they were withdrawn. The CAA is now awaiting adequate data and guidelines from Eurocontrol. The new Regulation for Civil Aviation (BL 7-25), setting the requirements of ESARR 4, was published with effective date Jul 2003.

SRC05.1® - Implement ESARR 5 on ATM services' personnel (Agreed) - From : - By : 11-2003 - Partially Completed

Appropriate national institutional arrangements have been identified, including the identification of responsibilities and appropriate legislation to be adapted and also a comparison between ESARR5 requirements and appropriate national regulations has been made and differences to ESARR5 identified. The oversight function has been partially completed, all other actions have been finalised.

Full completion can be expected by early 2006.

SRC05.2[®] - Implement ESARR 5 on ATM services' personnel (engineering and technical personnel) (Agreed) - From : - By : 04-2005 - Planned

Appropriate national institutional arrangements have been identified including identification of responsibilities and legislation to be adopted. Some of the SLoAs have been completed, others will be implemented in due time. Publication of new national regulation compliant with ESARR5 was planned, before end of 2004.

However, the need for new regulations for engineering and technical personnel, although already planned, has now been questioned. Clarification of the need to implement new regulations in order to introduce the requirements of ESARR 5 par. 5.3 is expected early 2005. In the mean time, the progress is kept as "Planned".

The general requirements of ESARR 5 as laid down in Par 5.1 have been identified, while the requirements for Engineering and Technical Personnel as laid down in Par 5.3 was intended to be combined with requirements for ATM equipment in Regulations for Civil Aviation (BL), which was sent for public hearing at the beginning of 2004. The new Regulation for Civil Aviation (BL) for ATM Services personnel was published with effective date December 2004 giving the Service Providers one year to satisfy the requirements. Regulation for engineering and technical personnel was planned for 2004 but the need for new regulations has been questioned. Clarification of the need to implement new regulations in order to introduce the requirements of ESARR 5 par. 5.3 is expected early 2005.

SRC06[®] - Implementation of ESARR 6 on Software in ATM Systems (Agreed) - From : - By : 11-2006 - Planned

This is a new Objective in the ECIP2005-2009.

A number of actions have been initiated, and by end 05 the necessary regulation should be published. Full implementation will be in time.

In 2002, an ESIMS (ESARR Implementation Monitoring and Support) visit was held. The follow of the recommendations made at this meeting are in Annex E.

3.1.3 <u>Safety Performance monitoring</u>

The performance of the ATM system is assessed by CAA Denmark by:

- regular inspections
- regular meetings (twice a year) + when needed
- reception of annual reports from each unit + a summary from the service provider organisation
- reception of Air Traffic Safety Reports (see above), which are stored in a database and providing relevant statistics.
- Intervention when serious incidents occurs (not an incident investigation, but done to ensure that the situation is adequately addressed)

Serious incidents are reported to, and investigated by the Danish Aircraft Accident Investigation Board (AAIB). The AAIB is, by common agreement, obliged to inform CAA Denmark of current investigations. The investigation reports from the AAIB are made available to the general public when completed.

3.1.4 National ATM Safety Minima

During 2004 it was recognised that the Target Levels of Safety as laid down for Severity Classes 2-5 in the Danish regulation were based on inadequate data and as a consequence they were withdrawn. The CAA is now awaiting adequate data and guidelines from Eurocontrol.

3.2 Safety Management arrangements in ANSP

Naviair has adopted the EUROCONTROL Safety Policy Statement, and is committed to meet the EUROCONTROL Safety requirements as well as the EATM Safety Policy Principles. To fulfil this, a Safety Management System has been established with these main elements:

- A company Safety Manager with direct reference to the DG,
- A system of handbooks for Safety and Quality; and
- A company Safety Committee led by the DG.

The formal statement on the Safety Policy of Naviair is reflected in the Naviair Handbook, a top level handbook describing the Naviair organisation, and issued by the DG. The Quality Handbook describes the fundamental approach for managing safety and the basic principles of the Safety Management programme of Naviair. Naviair's safety function is independent of Operations, Engineering and Training departments, with the Safety Manager reporting directly to the DG.

Naviair has procedures in place, and perform accordingly Reporting and Assessment of Safety Occurrences in ATM, Audits, Safety Surveys and Risk Assessments compliant with ESARR 2, 3 and 4. Analyses of the results from these actions are used to set priorities for improvements and monitoring of safety performances.

With reference to an amendment to the Danish Aviation Act, a confidential, non-punitive reporting system has been established.

SAF01 - Implement a safety management system for ATM Service Providers (Agreed) - From : - By : 07-2003 - Completed

Development of the Action Plan for Implementation of Safety Management is completed, and all actions described in the Safety Plan have been implemented.

3.3 SSAP Implementation

Note - The European Strategic Safety Action Plan (SSAP) is a top priority programme which provides a structured framework in High priority areas within which States can work, together with EUROCONTROL, to raise their level of safety maturity to a common minimum level.

3.3.1 Organisational arrangements

Denmark has nominated a SSAP contact person from the CAA to be responsible for national coordination and co-ordination with Eurocontrol.

3.3.2 Progress of SSAP implementation

3.3.2.1 Safety-Related Human Resources in ATM

The new Regulation for Civil Aviation (BL) for ATM Services personnel was published with effective date December 2004 giving the Service Providers one year to satisfy the requirements.

3.3.2.2 Incident Reporting and data sharing

Oversight of and follow-up on the implementation of ESARR 2 within the Service Provider is done through the CAA's normal activities such as inspections and meetings.

3.3.2.3 Airborne Collision Avoidance System (ACAS)

ATC01[®] - Implement Airborne Collision Avoidance System (ACAS) II (Agreed) - From : 01-2000 By : 01-2005 - Partially Completed

The Danish ACAS II Policy and implementation schedule was promulgated by means of an AIC in 1997 in full compliance with the ECAC ACAS II Implementation Schedule. An ACAS II monitoring programme was established and is maintained in co-ordination with EEC BRETIGNY. Likewise, an approved programme for appropriate aircrew and controller training and familiarisation was established. All military transport aircraft now equipped ACAS II, pending TACDEN to incorporate ICAO doc 8168 vol I amd 12 into the relevant flight operational manuals.

All SLoAs related to this Objective have been completed, except where it refers to the action related to Amendment 12 to ICAO Doc 8168 Vol 1 (foreseen for August 2005). The Overall State Progress is put as "Partially Completed".

3.3.2.4 Ground-based safety nets

ATC02.1[®] - Implement ground based safety nets - Short Term Conflict Alert (STCA) - level 1 (Agreed) - From : 12-1998 By : 12-2005 - Completed

The Short Term Conflict Alert (STCA) part of this Objective has been implemented in Denmark.

ATC02.3 - Implement ground based safety nets - Area Proximity Warning (APW) (Agreed) - From : 12-1998 By : - - Planned

A feasibility study carried out in 2003 on Area Proximity Warning (APW) and Minimum Safe Altitude Warning (MSAW) turned out negative. New software has been implemented in 2004 and will be validated in 2005 for possible implementation by end 2005.

ATC02.4 - Implement ground based safety nets - Minim Safe Altitude Warning (MSAW) (Agreed) - From : 12-1998 By : - - Planned

Same comments apply as for ATC02.3.

3.3.2.5 <u>Runways and runway safety</u>

Some information on this area of SSAP implementation is provided in Section 6 in the Para dealing with "Prevention of Runway incursion".

3.3.2.6 Awareness of safety matters

Some information on this area of SSAP implementation is provided in Para 3.2.1 "Safety Management System".

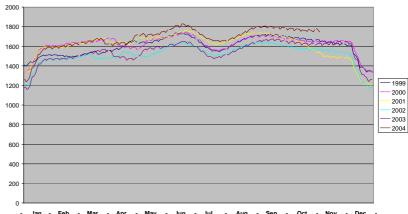
4 Traffic and Capacity

4.1 Traffic

4.1.1 Past Traffic Evolution

The chart below shows the evolution of traffic (daily traffic, averaged over one month) during the past years.

The number of flights in Denmark has steadily increased during 2004. Moreover, traffic in Summer 2004 has been well above Summer 2003 levels during each month, yielding an average increase of 11% (CFMU data) - this being higher than the latest short-term forecasts made for Denmark and the medium-term forecast and the European average for the same period – see also further.



Averaged Total Flights (29days)

During the Summer 2004, the average number of traffic was 1730 flights/day. Note that the traffic increase as calculated by Naviair is 8.1% (see Annex D) - the reasons for the difference will be investigated later.

4.1.2 Seasonal Traffic Distribution

The peak months for Denmark are June and September (see above chart), contrary to the majority of European States. The busiest day of the Summer 2004 was 19 May, when 2057 flights were recorded, and the busiest month was June (1832 flights/day).

4.1.3 Forecast Yearly Traffic Evolution

4.1.3.1 Medium term forecast (2004-2010)

The traffic forecast is a main input to the performance planning process. The Medium Term Forecast is produced yearly by the EUROCONTROL Statistics and Forecast (STATFOR) Service in consultation with the STATFOR User Group.

In overview, the forecast for 2004 to 2010 as determined in February 2004 was as follows:

- The outlook for 2004 is for growth between 2 and 5%, most likely around 4% (European level).
- From 2005, growth declines slightly, reflecting slightly lower forecasts of economic growth, and the impact of new high-speed rail connections and airport constraints.

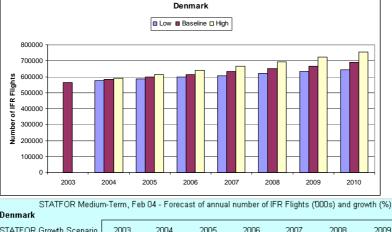
The main feature of the 2004-2010 forecast is slowly declining growth through the period, averaging 3.4%/year. In more detail:

- Growth in 2004 is slightly faster, reflecting higher forecasts of economic growth in many regions, the expected continued growth of low-cost carriers, and a limited bounce-back from the effects of Iraq/SARS.
- Throughout the period, the uncertainty in the impact of low-cost growth widens the forecast range.
- From 2005, growth declines slightly, reflecting slightly lower forecasts of economic growth, and the limited impact of new high-speed rail connections and airport constraints.

The STATFOR Medium Term Traffic Forecast issued in February 2004, based on a full analysis of the state of the industry, indicates the following average growth rates (%) for the ESRA:

The state of the industry, indicates the following average growth fates (36) for the Eerty.										
Growth (%)	2004	2005	2006	2007	2008	2009				
High	5.8	4.7	4.5	4.8	4.2	4.2				
Baseline	3.9	3.6	3.3	3.5	3.2	3.1				
Low	2.3	2.2	1.8	1.9	1.9	2.1				

The figure below shows the traffic evolution, in terms of IFR flights/year, as developed by STATFOR for Denmark UIR/FIR. This information has been used to define the ATM Capacity Profiles.

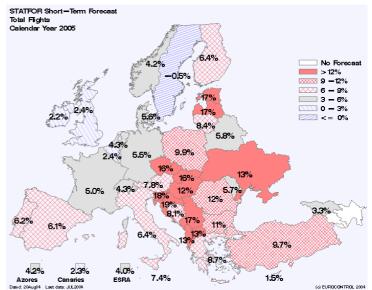


	Denniark										Ciowin
	STATFOR	? Growth Scenario	2003	2004	2005	2006	2007	2008	2009	2010	Total
	Laur	Nbr of IFR flights		575.533	586.294	596.570	607.438	619.164	630.665	642.057	
	Low	Yearly Var.		1,9%	1,9%	1,8%	1,8%	1,9%	1,9%	1,8%	13,7%
	Baseline	Nbr of IFR flights	564.567	581.524	598.189	613.708	631.861	649.647	668.406	689.131	
Baseline	Yearly Var.		3,0%	2,9%	2,6%	3,0%	2,8%	2,9%	3,1%	22,1%	
	High	Nbr of IFR flights		590.174	614.446	638.873	667.401	694.606	723.832	755.573	
	піўп	Yearly Var.		4.5%	4.1%	4.0%	4.5%	4.1%	4.2%	4.4%	33.8%

Note that the red font means that the forecast is **lower** than the European forecast, the blue font means that the forecast is equal or higher than the European trend.

4.1.3.2 Short term forecast (2005)

EUROCONTROL STATFOR produces a short-term forecast (STF). The current STF covers 2004 and 2005. While the STATFOR medium-term forecast is smoothed over a 7-year period and takes into consideration a wide-range of parameters, the short-term forecast is more important for the short-term capacity planning as it is takes into account the impact of known future events. It includes the total number of flights, local traffic, departures/arrivals and overflying traffic. The map opposite shows the forecast traffic increase in 2005 according to the STATFOR STF. The total traffic increase in Europe is expected to be above 4% in 2005.



0....

The expected total traffic increase for Denmark is expected to be 5.6%. The table below indicates the expected evolution of domestic traffic, departures/arrivals and overflying traffic. It is recommended that the STF is used for the development of the local capacity plan for 2005.

State	2005 Growth (% 2004)				
Denmark	Arr/Dep/Domestic	5.1			
	Domestic	7.5			
(figures refer to STATEOR	Arr/Dep	4.7			
(figures refer to STATFOR Short-Term Forecast)	Overflights	6.1			
	Total	5.6			

Naviair foresees that most of the increase in traffic will be transit-traffic and international traffic to and from airports in Denmark, while domestic-traffic might stagnate at its present level.

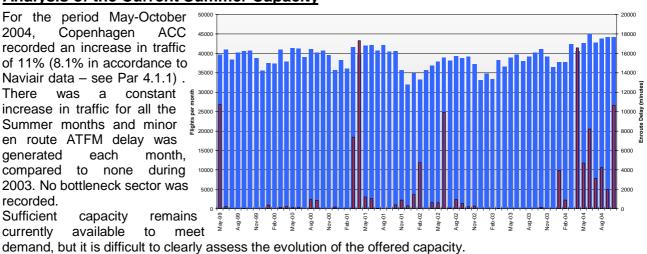
Traffic and Delays 1999-2004

4.2 ATFM Delay Analysis

The optimum delay for each ACC is calculated by balancing the cost of delay against cost of service provision. Because Copenhagen ACC does not generate significant ATFM delay, and in view of the costs of service provision, the optimum en-route average ATFM delay/flight for Copenhagen ACC is close to zero. Although the average en route delay per flight generated by Copenhagen ACC in the Summer 2004 is significantly higher than during 2003 (as the sector combination EKDKAC56 had experienced capacity shortfalls during peak-hours – see Annex D), it is only approximately 0.1 min/flight, this being close to the optimum, and lower than the 0.2 min target that Naviair has put (see Annex D).

4.3 Capacity

4.3.1 Analysis of the Current Summer Capacity



The chart opposite shows the evolution of traffic and delay over the past years.

4.3.1.1 Declared sector capacities and sector hours

Denmark declares separate configurations for Copenhagen ACC E and ACC W. ACC E has a maximum theoretical configuration of 9 sectors, although only 4 were opened during June 2004, the peak month, compared to 6 during June 2003. Copenhagen ACC W declares a maximum configuration of 5 sectors, with only 4 opened, compared to 5 last year. All sectors have defined capacities, which are together with a short explanation of the sectors given in Annex D.

4.3.1.2 Capacity baseline

The 2004 capacity baseline for Copenhagen ACC has been agreed at 128 movements per hour (in line with the Annex D plan) – slightly higher than the 126 for 2003. The baseline of Copenhagen TMA is 83 movements per hour.

Note that in the LCIP2004-2008 no actions were specifically foreseen to be implemented in 2004 (0% planned capacity increase).

4.3.1.3 Capacity/demand ratio in 2004

The demand reached 113 for the peak hour in 2004 and the average peak 3 hour demand reached 103, both values lower than the capacity baseline of 128.

4.3.2 Medium Term Capacity Plan

4.3.2.1 Delay Target and Capacity Profile 2005-2009

In April 2001, the Provisional Council (PC 10th Meeting, 5 April 2001) endorsed an ATM **network** delay target of 1 minute as the maximum acceptable level for en-route ATFM delay per flight at overall ECAC level. This target, considered to provide an optimum economic balance between the cost of ATM capacity provision and the cost of the resulting ATFM delays, is to be met by Summer 2006.

The EUROCONTROL Agency translates this ECAC delay target profile into capacity profiles <u>at ACC</u> <u>or sector group level</u>, to be used as a basis for local capacity planning.

The ATM reference capacity profiles for the 2005-2009 planning cycle are based on the following criteria:

- the "baseline" traffic growth forecast, corresponding to the STATFOR medium forecast scenario, with an average growth rate of 4% (European level)
- to accommodate user demand from 2006 on the shortest routes available on ATS Route Network (ARN) Version 4ST (Short Term) with unconstrained vertical profiles;
- network cost-optimum level of capacity (corresponding to the overall ECAC delay target of oneminute average en-route ATFM delay per flight) to be reached and maintained beyond 2006.

Alternative profiles are also provided, based on a current route scenario and the high and low STATFOR traffic forecast scenarios. In the case of Denmark, these are the same as the reference profile.

The table and the chart below depict the ECIP 2005-2009 capacity requirement profile for Copenhagen ACC and TMA, with respect to the 2003 capacity baselines. As Denmark does not generate significant delay, there is no requirement to increase capacity in the medium term.

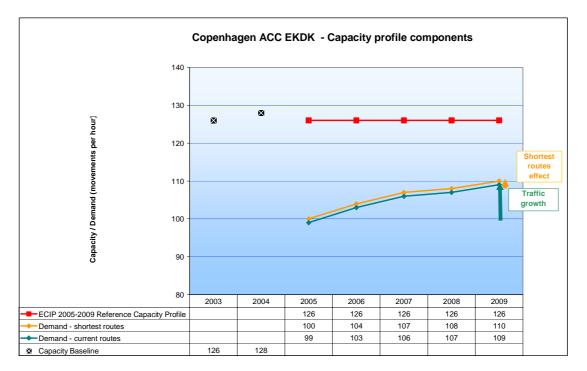
State	ACC / TMA	Code	Baseline Profile Profiles (hourly movements and % increase over 2003)								2003)			
State	ACC / TWA	Code	2003		2005		2006		2007		2008		2009	
			126	High	126	0%	126	0%	126	0%	126	0%	126	0%
	Copenhagen	EKDK		Reference	126	0%	126	0%	126	0%	126	0%	126	0%
	Coperinagen	EKDK		Low	126	0%	126	0%	126	0%	126	0%	126	0%
Denmark				Current	126	0%	126	0%	126	0%	126	0%	126	0%
Definiark			81	High	83	2%	83	2%	84	4%	85	5%	86	6%
	Copenhagen	EKCH		Reference	83	2%	83	2%	83	2%	84	4%	85	5%
		gen TMA		Low	81	0%	81	0%	81	0%	82	1%	83	2%
				Current	81	0%	82	1%	82	1%	82	1%	85	5%

Note that, contrarily to previous LCIP, there is now no more need for capacity increase for the ACC, yet there is now a small capacity increase needed for the TMA.

The chart below indicates the various components of the 2005-2009 reference capacity profile:

- Current capacity surplus
- Traffic growth
- Shortest routes effect

The demand figures refer to the average hourly demand measured by FAP over the peak 3 hour period, using the STATFOR medium forecast (issued February 2004), with the traffic distributed both according to shortest routes /optimum flight profiles and over the current route system.



Note that the shortest route scenario means that the (STATFOR) forecast traffic is distributed on the shortest routes available on the future route network ARN V5. In the case of Denmark, there is little difference between the two scenarios shortest and current routes.

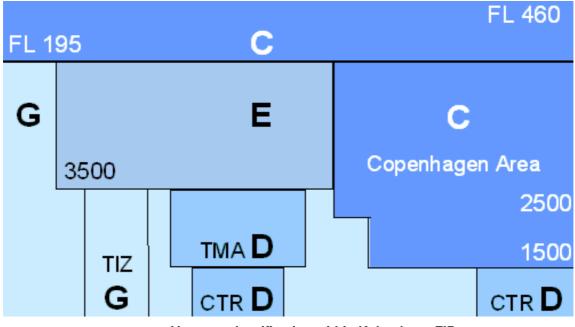
4.3.2.2 Capacity Plan 2005-2009

The capacity profiles for both ACC and TMA require no (significant) capacity increase over the next 5 years. Copenhagen will initiate capacity enhancement initiatives when and if they become necessary.

The initiative for 2005 (see Annex D) is to continue to have the sector load under close supervision of the FMP manager, and to effectively use the newly established Airspace and Flow Management unit. No initiatives are scheduled for 2006 and beyond.

5 Airspace Classification and Airspace Organisation Related Issues

In general Danish territory is covered by control areas between 3500 FT / FL195 (North Sea) and FL460. In addition, Controlled Airspace in Denmark comprises also the airspace within the TMAs, and the airspace within the CTRs (Aalborg, Billund, Copenhagen Airports Kastrup and Roskilde, Esbjerg, Karup, Ronne (on Bornholm Island, within Malmö FIR), Skrydstrup and Aarhus).



Airspace classification within København FIR

5.1 Airspace Classification and Organisation

AOM09 - Implement re-organisation of ECAC airspace to ensure the application of a common ICAO ATS classification above a common agreed level (Achieved) - From : - By : - - Completed

This Objective, which is now considered 'Achieved' in the ECIP 2005-2009, is also considered fully Completed in DK. All necessary actions have been taken since Nov 03. ICAO Class C Airspace has been implemented above FL 195 up to FL 460.

5.2 Airspace Design

AOM10® - Implement ATS Route Network (ARN) - Version 5 (Agreed) - From : 06-2004 By : 12-2006 - Planned

The Overall State Progress has now changed to "Planned". Denmark is awaiting the outcome of the SLoA AGY01, foreseen for 06/2005, and will then implement its outcome.

5.3 Civil Military Airspace Co-ordination

AOM06 - Implement Flexible Use of Airspace (FUA) Concept (Achieved) - From : - By : - - Completed

Both Phase 1 and Phase 2 of the FUA Concept have been implemented, thereby introducing the agreed Minimum Requirements, essential organisational structures and procedures of the concept. This Objective, which is now considered 'Achieved' in the ECIP 2005-2009, is also considered fully Completed in DK, thus no SLoAs are shown in this LCIP.

AOM07[®] - Implement collaborative civil-military airspace planning at national level (Agreed) - From : - By : 09-2004 - Planned

Application of common procedures and guidelines related to Civil-Military airspace planning has been in use in Denmark for several years. Since previous LCIP, the 3 supporting documents have been studied and thus new procedures, in line with the EUROCONTROL material, will enter in force in March 2005.

AOM11 - Extend the application of Flexible Use of Airspace (FUA) principles to the lower airspace (Agreed) - From : 02-2003 By : - Completed

The FUA Concept was implemented in Denmark several years ago. Note that in Denmark no distinction is made between upper and lower airspace in application of FUA, so the Overall State Progress is put as "Completed".

AOM16[®] - Extend collaborative civil-military airspace planning with neighbours (Agreed) - From : 10-2004 By : - - Planned

Naviair is awaiting agreement with neighbours. There are ongoing negotiations with AVINOR - an agreement is expected early 2005.

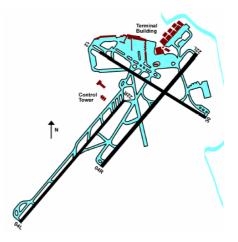
6 <u>Airports</u>

6.1 Configuration

More information on the configuration of all Danish Airports is to be found in the applicable AIPs.

More specifically for the main Danish airport, Copenhagen Airport Kastrup (CPH), the layout is described in attached figure.

CPH has 2 parallel runways and one crosswind runway, Due to the position of the airport at the coast, visibility is often reduced at dawn. CPH has in January 2005 implemented 2 Surface Movement Radars (SMR).



6.2 Prevention of runway incursion

AOP03 - Improve runway safety by preventing runway incursions (Agreed) - From : 04-2003 By : 12-2008 - Planned

The European Action Plan for the Prevention of Runway Incursions (EAPRI) has been studied by SLV, Naviair and the Danish Airports. For each controlled Airport, a Safety Team has been established (if not already existing) to further study the implementation of these actions.

Most of the actions proposed in the Action Plan are found already to be implemented in the Danish Airports. For the remaining ones, proper actions will be taken for the relevant issues.

These actions will be monitored by SLV as part of the regular inspection/audit visits to the airports.

For military reference is made to STANAGs.

The European Action Plan for the Prevention of Runway Incursions (EAPRI) has been studied by SLV, Naviair and the Danish Airports. For each controlled Airport, a Safety Team has been established (if not already existing) to further study the implementation of these actions. Most of the actions proposed in the Action Plan are found already to be implemented in the Danish Airports. For the remaining ones, proper actions will be taken for the relevant issues.

These actions will be monitored by SLV as part of the regular inspection/audit visits to the airports.

CPH is currently in the implementation phase of the EAPRI:

- CPH has formed a Local Runway Safety Team;
- CPH are in compliance with ICAO provisions (incl. Annex 14) for infrastructure, practices and procedures relating to runway operations;
- CPH has updated manual for markings at temporary working areas;
- CPH has continued focus on runway safety in internal audit activities;
- CPH has begun to verify that signs and markings are clearly visible, adequate and unambiguous;
- CPH are studying how to implement a SMS;
- CPH has a formal Driver training and assessment program, which will be reviewed against the guidelines;
- CPH has a formal communications training and assessment for drivers and other personnel who operate on or near the runway;
- CPH has implemented the standard ICAO naming conventions for taxiways;
- CPH will at a later stage publish a hotspots map and It will be published using the AIP.

Naviair is responsible for reviewing communications practices and their compliance with ICAO provisions.

The existing reporting system is based on BL 8-10 reports, which include a non-punishment policy. The work of the Local Runway Safety Team will be based on the reports and include feedback and follow up to the involved. The Team has free and confidential access to the reports.

As the Local Runway Safety Team has just been formed, there are not yet achievements to report on.

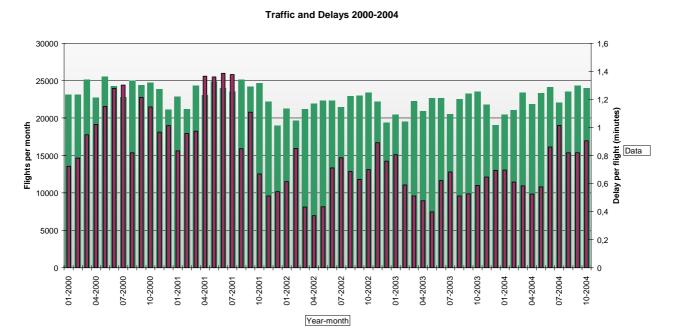
6.3 Airport Traffic and Capacity aspects

6.3.1 Traffic (and Delays)

The only airport that is co-ordinated is Copenhagen Airport Kastrup. There is nothing that indicates that other airports will have to be co-ordinated in the coming years. Some additional information on the Copenhagen Airport Kastrup capacity is in Annex D (Naviair capacity plan).

The chart below shows the evolution of traffic and delay over the past years for the airport. Traffic in Summer 2004 has now raised with 4.6% compared to Summer 2003 (CFMU data) – yet traffic is not yet back at the levels of 2000/2001.

As for the ACC, the traffic increase as calculated by Naviair is slightly different (5.2% - see Annex D) - the reasons for the difference will be investigated later.



Airport EKCH

The following table shows the repartition of departure and arrival traffic for peak hours.

Year	2001	2002	2003	2004		
Date and hour of peak total mov/hr	24.04.2001 05:00-06:00 UTC	12.12.2002 16:00-17:00 UTC	10.12.2003 16:00-17:00 UTC	05.02.2004 16:00-17:00 UTC		
Total movements/hr	87	83	84	83		
Arrivals/hr	31	35	37	38		
Departures/hr	56	48	47	45		

The traffic-growth for the next years is considered to be in line with the forecast for the ACC, i.e. 3%.

6.3.2 Capacity Baseline

	2001		2002, 2003	3, 2004	Significant reasons for changing the baseline
	Flts/hr (or mov/hr)	N. of sectors	Flts/hr (or mov/hr)	N. of sectors	
COPENHAGEN	81	N.A.	83	N.A.	Runways 22L & 22R; south westerly wind. Daytime declared capacity Baseline adjusted when slot system was changed from fixed periods to current periods.

Copenhagen is a fully co-ordinated airport. Only helicopter traffic is exempted. The baseline scenario (optimum conditions) for Copenhagen Airport is:

- South westerly wind
- Simultaneous dependent approaches for RWY 22L & 22R during peak arrival hour
- RWY 22R for Take-Offs
- 2.5 NM longitudinal separation minimum during approach
- VMC Meteo conditions

6.3.3 Capacity Plan

The following actions are foreseen over the next years:

- Introduce CDM at strategic and tactical level (AOP05 related)
- Reduce DEP ROT (AOP01 related)
- Identify priorities for improvement measures from various sources
- Implement a methodology for airport airside capacity assessment (AOP02 related)
- Prevent runway incidents (AOP03 related)
- Implement A-SMGCS Level I (AOP04 related)

6.4 Airport Related Objectives

AOP01 - Implement Airside capacity enhancement guidelines and Implementation manual (Agreed) - From : 01-2002 By : - - Planned

The EUROCONTROL "Guidelines on Runway Capacity Enhancement" have been studied and appropriate enhancement issues have been identified for possible implementation. The issue is completed for Naviair and is N/A for MIL.

AOP02 - Implement use of a methodology for Airport Airside Capacity Analysis (eg CAMACA) (Agreed) - From : 02-2003 By : - - Completed

CAMACA is now in use at Kastrup Airport

AOP05 - Implement airport Collaborative Decision Making (CDM) (Agreed) - From : 01-2004 By : 01-2008 - No Plan

Naviair is participating to the Nordic SWIM Project, which is currently performing a feasibility study. There is no information available on the progress of this Objective from the side of Kastrup.

7 Implementation of remaining ECIP Objectives

Plans to implement ECIP Objectives not covered in the previous parts of the LCIP documents are described in the paragraphs below.

As for the previous LCIP, Tentative Objectives are not shown in this document, as they are all 'No Plan' or without Progress, because they are considered not yet mature and/or lack deliverables.

7.1 Aeronautical Information Management

Each State has responsibility for providing an Aeronautical Information Service (AIS). AISs are required to ensure the flow of aeronautical information or data necessary for the safety, regularity and efficiency of international air navigation.

The current operational structure has several limitations and drawbacks when seen from a European perspective: incoherence of cross-border aeronautical information, inconsistent quality of data throughout the ECAC area, lack of interoperability between systems due to different data models and exchange formats, failures in ensuring timely distribution of aeronautical information updates to all stakeholders.

Denmark is contributing to the improvement of this situation through the implementation of the following Objectives. ISO 9001 and EAD are now considered implemented, while for the implementation of improved aeronautical information, some actions have been implemented, the remaining ones foreseen before end 2005. For integrated briefing future implementation is considered, pending studying Agency deliverables.

Most of the AIS activities are handled by SLV, except briefing and issuing of NOTAMs.

INF01 - Implement the European Aeronautical Information Services (AIS) Database (Agreed) - From : 04-2003 By : 12-2006 - Completed

Denmark, being an EAD Participating Client, has performed all migration actions. Provision of data to EAD has now been implemented at the end of 2004. Despite the fact that TACDEN has no concrete plans on this issue, Denmark proposes the Overall State Progress to be put as "Completed". Note that for EAD, SLV is in charge, not Naviair.

INF02 - Implement ISO 9001:2000 in AIS (Agreed) - From : 06-1999 By : 12-2003 - Completed

ISO certification was achieved in November 2002. Despite the fact that TACDEN has no concrete plans on this issue, the Overall State Progress can be put as "Completed".

Note that for this issue, SLV is in charge, not Naviair.

INF03 - Implement improved aeronautical information (Agreed) - From : 06-2000 By : 12-2005 - Partially Completed

Compared to last year, a number of actions have now been implemented, the remaining foreseen for Sep 2005. The REG01 requirements are already covered by the provision of ICAO Annex 15. For MIL there are no plans.

INF04 - Implement integrated briefing (Agreed) - From : 07-2002 By : 12-2005 - Planned

AGY deliverables remain being studied and future implementation is being considered.

7.2 <u>En-route and Terminal Air Traffic Control</u>

The objective of ATC is to ensure a safe, orderly and expeditious flow of traffic. The controller's job is mainly achieved through monitoring, conflict detection and resolution, and the sequencing and metering of traffic. It is the workload associated with these tasks, and with communicating instructions to pilots by radiotelephony, that is the major constraint on further airspace capacity growth.

For Denmark, following Objectives are considered for implementation to further improve ATC, all either completed or partially completed.

ATC03[®] - Implement automated ground-ground coordination (Agreed) - From : 12-1998 By : - - Partially Completed

Most of the SLoAs related to this Objective have been implemented, and some will be further implemented with DATMAS. The ASP08 is however not planned.

ATC04 - Achieve required radar separation minima (Achieved) - From : 12-1998 By : - - Completed

All of the required radar separation minima of this Objective have been implemented, implying the use of a 2.5 / 3 / 5 NM and 5 / 10 NM separation minima in COPENHAGEN FIR for TMAs and En-route, respectively. Transfer of radar control is supported by the automated system with operational use of silent radar transfer between sectors and all adjacent ACCs.

Only exception is in respect of SCOTTISH ACC, where a silent radar transfer of 20 NM is applied, due to UK radar range limitation.

With a 3 NM radar separation applied in COPENHAGEN TMA within 30 NM from the radar antenna, an extension to allow application of the 3 NM radar separation for the whole COPENHAGEN TMA is not considered cost beneficial in light of the full achievement of defined performance targets.

This Objective, which was already considered 'Achieved' in the ECIP 2004-2008, is also considered fully Completed in DK, thus no SLoAs are shown in this LCIP.

ATC06 - Implement ATC air-ground data link services (Phase 1) (Agreed) - From : 06-2003 By : 12-2007 - Partially Completed

Delivery of DCL ((Pre-) Departure Clearance) and D-ATIS (Automatic Terminal Information Service) is in operation at COPENHAGEN Airport KASTRUP for ACARS equipped aircraft compliant with ARINC 623 protocol. There is no final plan for ACC COPENHAGEN, since no capacity gain is needed or foreseen from LINK2000+ for ACC.

For COPENHAGEN Airport KASTRUP, transition to VDL Mode 2 will depend on the data link Service Providers SITA and ARINC.

The Overall State Progress is therefore, and will be for the foreseeable future, as "Partially Completed".

ATC07 - Implement arrival management tools (Agreed) - From : 12-1998 By : - - Completed

A system to provide arrival sequencing and metering has been implemented. The system proposes a strategy to the ACC and APP controllers for sequencing and metering arriving flights, in order to optimise the overall flow of arrival traffic.

DPS01 - Implement Flight Data Processing (FDP) core functionality (Agreed) - From : - By : - - Partially Completed

Most of the actions related to this objective have been implemented. Studies have been initiated aiming at the introduction of the advanced level of SSR code assignment, flight plan update, and introduction of the advanced level of operational Human Machine Interface. Pending issues will be implemented with DATMAS in 2007.

7.3 Traffic Flow and Capacity Management

The strategic intent of Air Traffic Flow and Capacity Management (ATFCM) is to both protect the ATM network from overload through capacity management, and achieve a closer alignment with Airline Operators' requirements, Airports, Airspace Management and Air Traffic Control. Currently, traffic flow is controlled mostly through ground holding, but this will change in the future with a move to a collaborative management of capacity and demand realised through the further development of the CFMU.

Denmark is supporting this evolution by participating in the implementation of both CFMU Objectives – yet the FCM03 will not be implemented in time, as items are pending the implementation of DATMAS scheduled by 2007.

FCM01 - Implement enhanced tactical flow management services (Agreed) - From : 08-2001 By : 12-2006 - Planned

Some of the required SLoAs are already Completed, some others are still pending. Two SLoAs remain classified as "Late" but because this is only 1 month after the 'By' date of the Objective (being coupled to the implementation of the new DATMAS system in January 2007), Denmark proposes the Progress to be kept as "Planned".

FCM03 - Implement collaborative flight planning (Agreed) - From : 01-2000 By : 12-2006 - Late

More than half of the related SLoAs have already been completed, with all of the remaining SLoAs "Late", this due to the implementation of the new DATMAS System which is only scheduled in January 2007.

7.4 Human Resources Management and Human Factors

Future ATM will be driven by technological and operational changes and improvements. The implementation of these changes will have a considerable impact on the working practices, workload and performance of ATM staff. To ensure that the expected benefits can be realised, it is important that human performance issues are addressed and managed as early as possible in the change cycle.

Naviair has undertaken the necessary actions in order to ensure that a sufficient number of ATCOs are and will remain available. Naviair has also fully integrated human factors into the planning of its ATM system. All actions referring to selection, recruitment, training and development of ATM Staff have been taken, except for the implementation of methods for personal/career development, foreseen to be finalised in 2005. Also all activities related to implementing the Air Traffic Controller licensing scheme are foreseen to be finalised end of 2005.

HUM01 - Ensure timely availability of controllers (Agreed) - From : 12-2000 By : 12-2007 - Completed

HUM02 - Implement harmonised selection, recruitment, training and development of ATM staff (Agreed) - From : 12-2000 By : 12-2007 - Partially Completed

Most of the SLoAs related to this Objective have been implemented - only the issue related with personal/career development is still "Planned", for 2005.

HUM03 - Fully integrate human factors into the lifecycle of ATM systems (Agreed) - From : 01-2000 By : 12-2007 - Completed

This Objective is considered fully Completed. For some SLoAs, equivalent means of compliance have been used.

HUM04 - Implement the European Air Traffic Controller licensing scheme (Agreed) - From : 10-2000 By : 11-2003 - Partially Completed

As this will be part of the ESARR 5 implementation, with implementation dates early 2004 and 2005, most actions are now Completed. Full completion planned for end 2005.

7.5 <u>Technical Integration and Interoperability</u>

7.5.1 Communication

Telecommunications in Air Navigation Services comprise ground-ground (G/G), air/ground (A/G) and air/air (A/A) voice and data communications. The trend is towards digital networking, the wider use of data rather than voice, automatic message handling and data compression to better respond to current requirements such as the need for increased communication capacity, enhanced security, better and measurable quality of service, increased international data traffic, better return on investment, and improved use of radiofrequency spectrum.

Communication infrastructure in Denmark will follow this trend through the implementation of a number of Objectives. Note that currently for the migration of flight data exchange to TCP/IP, Naviair has proposed that the Eurocontrol COMT will form a subgroup to co-ordinate this migration – until this is done, the Objective is considered "Under Review". Also for the migration to ATS-Qsig digital signalling, Naviair has requested the same to the COMT, yet as the capability will surely exist through DATMAS, this Objective is labelled "Planned".

COM02 - Expansion of the use of 8.33 kHz VHF frequency channels (Achieved) - From : - By : 10-2002 - Completed

This Objective, which is now considered 'Achieved' in the ECIP 2005-2009, is also considered fully Completed in DK, thus no SLoAs are shown in this LCIP.

COM04[®] - Migrate flight data exchange from X.25 to TCP/IP (Agreed) - From : 01-2005 By : 12-2007 – Under Review

Naviair has proposed to the Eurocontrol COMT to form a subgroup with responsibility for co-ordination of migration. Naviair will follow the outcome of the proposals from such a subgroup. Military will proceed in line with Naviair.

COM05 - Migrate from AFTN/CIDIN to AMHS for international communications (Agreed) - From : 01-2002 By : 12-2007 - Partially Completed

Naviair has the necessary capability. Migration with partners that will have the necessary capability is expected during 2005. For the Military, no plans exist for the moment.

COM06 - Migrate to ATS-Qsig digital signalling for ground telephone applications (Agreed) - From : 01-2003 By : 12-2008 - Planned

From 01/2007 Naviair and Military will have the capability to migrate to ATS-Qsig. Yet Naviair proposes that Eurocontrol forms a subgroup under COMT to co-ordinate the transition.

TACDEN will modernize ATS systems at military air bases which includes ATS Qsig. It is planned to be operational early 2006.

COM07 - Improve the management and optimise the operational use of the aeronautical frequency assignments in allocated radio bands (Agreed) - From : 12-2000 By : 12-2005 - **Planned**

Denmark uses agreed common co-ordination mechanisms and tools to optimise the frequency assignments. Seen the dependency from the AGY SLoAs (to be provided 2005), the Objective remains 'Planned'.

7.5.2 Navigation

The aim of the current navigational activities is to provide a harmonised and integrated common framework which will support a cost-effective and customer-oriented navigation solution for Europe. Advances in navigational functionality will help enable improvements in airspace design, and allow a high degree of flexibility in aircraft operations and the navigational equipment used

Denmark started to use advanced navigational functionality with the development of P-RNAV procedures as described below:

NAV03 - Implementation of Precision Area Navigation RNAV (P-RNAV) as an interim step towards Required Navigational Performance Area Navigation (RNP RNAV) (Agreed) - From : 01-2001 By : 03-2005 - **Planned**

RNAV based SIDs are implemented and appropriate training is given to ATCOs. RNAV based STARs are developed and implemented end of 2003. Despite that fact the TACDEN has no concrete plans on this issue, the Overall State Progress can be put as "Planned".

7.5.3 Surveillance

Surveillance systems are essential elements of the integrated ATM operations. The scope of Surveillance includes sensors, data transmission, surveillance data processing and analysis support tools. Data delivered by surveillance systems can be used by ATM in various forms for the provision of safe separation of aircraft. Future surveillance systems will extract additional parameters from aircraft and this will enhance ATM performance and enable new forms of control where responsibility for safe separation could be gradually shared with or delegated to the pilot.

Full duplicated SSR coverage has been realised and the Surveillance infrastructure will evolve in the future as described below:

SUR01 - Implement dual Secondary Surveillance Radar (SSR) Coverage (Achieved) - From : - By : - - Completed

This Objective was already considered 'Achieved' in the ECIP2004-2008.

Denmark has implemented all of the necessary actions needed to comply with all of the requirements of this Objective.

SUR02[®] - Implement Mode S elementary surveillance (Agreed) - From : 01-2003 By : 03-2005 - Planned

This Objective normally does not apply to Denmark, and therefore is not detailed in the Detailed Objectives Description.. However, some further information is available for Denmark:

Implementation of Mode S Elementary Surveillance is planned for the purpose of upgrading ground ATC System. Since some years, all new installed radars are MSSR, prepared to be upgraded to Mode S. The implementation of Mode S technologies will be implemented if justified by a cost / benefit study. Although Denmark is not part of the Applicability Area, the Overall State Progress is put as "Planned". However, it is recognised that this Objective has Pan-European connotations in terms of aircraft equipment.

SUR03 - Implement radar data processing and distribution systems (Achieved) - From : 12-2003 By : - - Planned

This Objective is now considered 'Achieved' in the ECIP-2005-2009. Introduction of ARTAS is planned for July 2005.

8 National and Regional Projects

8.1 National Projects

Naviair has contracted a completely new ATM System, DATMAS (the Danish ATM System), to be delivered mid 2006 and put in operation by 2007. DATMAS will be the ATM system to be used by Copenhagen ACC, Copenhagen Approach, Kastrup TWR, Roskilde TWR and Billund Approach and TWR.

The system will ensure that Naviair completes a number of outstanding ECIP SLoAs, e.g. SYSCO Level 1. DATMAS will be operated without paper strips and will make use of MTCD supported by advanced trajectory prediction. A very advanced HMI has been developed in co-operation with EEC BRETIGNY. Copenhagen ACC and Copenhagen Approach will operate DATMAS in a new building at Copenhagen Airport Kastrup.

DATMAS is based on EUROCAT, the ATM System from Thales ATM.

Kastrup TWR and ATWR will be collocated in a new tower approximately 70 meters high. The operational use of the new tower building will coincide with the operational start of DATMAS.

8.2 <u>Regional Co-ordination and Projects</u>

8.2.1 <u>Regional Co-ordination</u>

Since the introduction of the new ECIP and LCIP related procedures, the 4 Nordic States (Denmark, Finland, Norway and Sweden) have held a yearly meeting on ECIP and LCIP issues (2001 in Oslo, 2002 in Helsinki, and 2003 in Snekkersten, Denmark). No such further meetings were held from 2004 on.

To facilitate the harmonisation process within the different ANS Domains in the Nordic Area with the objective of meeting global and regional standards and directives, the 5 Nordic States (Denmark, Finland, Iceland, Norway and Sweden) have for several years enhanced and developed Nordic ANS co-operation. The harmonisation approach is based on the assumption that regional and sub-regional planning, development and management is a necessity in order to establish and maintain the future CNS/ATM systems at a safe, productive and cost-effective level, which will be accepted by the airspace users.

There is extensive co-ordination between the 4 Nordic Regulatory Authorities on Safety Regulation Issues and other common regulatory issues stemming from the Single Sky Regulations and NUAC. A Nordic WG on ANS Regulation (Nordic ANS Regulatory Committee (NORDREG)) was established by the Meeting of the 4 Nordic DGCAs, but in a meeting in Jan 05 it was proposed rather than have regular meetings, to meet on a case-to-case basis.

8.2.2 Regional Projects

The NUAC Project

In 2001, the 4 Nordic Air Navigation Services Providers (ANSP) created the NUAC Project for the development of a legal entity to which the provision of ATS in the upper airspace (FL285+) of the 4 Nordic States could be given.

The aim is to establish an organisation to which the provision of ATS can be transferred. The vision is to create a safe, homogeneous, dynamic, cost-efficient and competitive environment for the service provision for the benefit of airspace users, whilst offering employment conditions considered being attractive.

The work is based on the assumption that the operating facility will be the new Malmö ATCC, colocated with the NUAC Headquarters. A project organisation was formed consisting of a Project Group, and 2 Reference Groups, one consisting of Labour Union representatives and the other of the National Military Authorities (NMAs), the civil regulatory authorities, SAS and Finnair. Furthermore a Negotiation Team was established, handling legal and financial matters. To support the Project Group, a number of TFs were formed. An external consultancy company was used to update the initial CBA and to provide the List of Content for the NUAC Business Plan.

The NUAC Phase 1 report was considered and accepted by the DGs on Dec 2002. They also decided that Naviair (Denmark) and LFV (Sweden) should continue with the project as recommended with relevant participation from Avinor (Norway) and Ilmailulaitos (Finland). Further studies of the operational needs and proposals to improve the business case for Avinor and Ilmailulaitos should be made. Initial operation was planned to commence in autumn 2005 and full operation in Spring 2007.

On Sep 2003 the DGs concluded that:

- The NUAC project is aimed at establishing a new and fifth Service Provider for provision of ATS in the Nordic airspace, initially regarding the airspace above FL285. The NUAC Company shall be established in a form that allows ownership from the present owners of the Service Providers transferring operations to the NUAC Company.
- The NUAC Company shall be competitive both with regard to safety, efficiency and price.
- The NUAC Company should be established initially with the aim to deliver service provision in the upper airspace in Denmark and Sweden.
- The NUAC project is not aimed at establishing a functional block of airspace in the Nordic area. This is a separate question. However, by establishing a NUAC Company as Service Provider, a kind of functional block of airspace was considered to be indirectly established.
- If one of the existing Nordic Service Providers should experience over-capacity or efficiency problems, these problems will be handled by each Service Provider, and not as a part of the NUAC project.

Avinor and Ilmailulaitos consider it of importance still to participate in the NUAC project, and still to be regarded as potential co-owners of the NUAC Company. However, they limit their participation to the NUAC Steering Group for the moment.

LFV and Naviair continue the NUAC project work, but with a slight delay of the timetable (initial operation is now planned for spring 2006) as some time is needed to safeguard the conformity with the Single European Sky Regulations and Implementing Rules as well as the full acceptance of the States concerned.

The Skaane Project

LFV and Naviair have initiated yet another project named "Skaane Project".

On Jan 2002, the DGs of LFV and Naviair signed a Letter of Intent to perform a survey of the possibilities to rearrange a cost-effective provision of APP services to designated airports in the southern part of Sweden and Sjælland, this including the en-route traffic flows in the lower airspace of Sweden connected to the approach control functions, to be performed by Naviair.

Based on this Letter of Intent, a Skaane Survey TF (SSTF) was established.

The TF produced a report, including a CBA in Sep 2002. On the basis of this report, the LFV and Naviair agreed on a Memorandum of Understanding forming the basis for the Skaane Project.

On February 2003, the Terms of Reference were agreed that outline the objectives, tasks, timeframes and organisation for the Skaane Project.

The aim of the "Skaane Project" is to ensure a safe and cost-effective service provision in the Öresund region encompassing traffic to and from Malmö-Sturup, Kastrup and Roskilde Airports and to ensure a seamless transfer to and from NUAC airspace.

The Skaane Project will define and negotiate the prerequisites and conditions, in accordance with regulations, of the possibilities for Naviair to take over the service provision for approach functions to Sturup Airport, including the traffic flows in the lower airspace in parts of the southern Sweden connected to the approach control functions.

The Skaane project is planned for a 2 step implementation. First step is the delegation of responsibility (2006 after the start of NUAC initial operation). Second step will be the optimisation of airspace and procedures in the Öresund region.

NORDIC SWIM project

The aim of System-Wide Information Management is to combine the forces of all suppliers of ATM information so as to assemble the best possible integrated picture of the past, present and (planned) future state of the ATM situation, as a basis for improved decision making by all ATM stakeholders during their strategic, pre-tactical and tactical planning processes as well as real-time operations and post-flight activities.

Partners in the NORDIC SWIM are the four Nordic ANSPs (AVINOR; Naviair; FCAA and LFV). The major airports in the Nordic area are represented namely Oslo, Copenhagen, Helsinki and Arlanda. Airlines operating in the Nordic area, i.e. SAS group and Finnair and others, are active partners.

The overall objective is to bring greater regularity, efficiency, and uniformity to the collection of processes and applications now used to manage air traffic taking benefits from the progress within CDM and capabilities available. The first step to be completed early 2005 is to analyse the feasibility of implementing the System-Wide Information Management in the Nordic Region.

The Nordic SWIM project is led by Eurocontrol.

The above text concerning the NUAC, Skaane and SWIM projects has been fully co-ordinated between the Danish and Swedish FPs and is identical in their respective LCIPs.

In addition to the above, Naviair also co-operates with Irish Aviation (IAA) and LFV-Group Sweden through the COOPANS (Co-operation between ANSPs) project. The purpose of this project, started in 2003, is to create co-operation between the service providers who (will) own the Eurocat 2000 system (Thales ATM product). The intention is to co-operate on common and harmonised specifications for the future upgrades of the systems, and on common procurement of new functionality. This co-operation will reduce risk and costs for new developments, with regard both to hardware and software, and also have a number of associated benefits, e.g. joint maintenance.



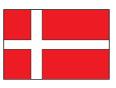


Convergence and Implementation



Detailed Planning Information (per Stakeholder)

DENMARK



Years 2005-2009

Exercise : 2005-2009

Objective Number		Objective Description						
SLoA Nr.		Start	Finish					
	Local Scope	Related Plan	LA Date					

			Pan European		
AOM07	Implemen	Planned	PE		
AOM07-REG01	Assess/verify the applicability of common procedures and guidelines				09-2004
	SLV	Planned	Application of common procedures and guidelines related to Civil-Military airspace planning has been in use in Denmark for several years. Since previous LCIP, the 3 supporting documents have been studied and thus new procedures, in line with the EUROCONTROL material, will enter in force in March 2005.		03-2005
AOM09	Implement re-organisation o	of ECAC airspace to en	sure the application of a common ICAO ATS classification above a common agreed level (/ Achieved)	Completed	PE
		The SLoA i	s completed, and not shown in the Detailed Objectives Description.		
AOM14	Implement re-organisation		nsure a uniform and simplified application of ICAO ATS classes above a common the Class N environment (- By: 04-2006 / Tentative)	No Plan	PE
This	Fentative Objective is considered not	t yet mature and/or lacking (deliverables - thus no SLoAs are shown in this LCIP, and the Progress remains "No Plan" like in previo	ous Edition of the LCIF	2.
AOM15	Implement re-organisation of		sure a uniform and simplified application of ICAO ATS classification below Class K irspace (- By: 11-2006 / Tentative)	No Plan	PE
This	Fentative Objective is considered not	t yet mature and/or lacking (deliverables - thus no SLoAs are shown in this LCIP, and the Progress remains "No Plan" like in previo	ous Edition of the LCIF	2.
AOM17	Implement collaborative civil-military airspace planning at European level (- By: 12-2007 / Tentative)				PE
This (new) Ter	tative Objective is considered not ye	et mature and/or lacking deli	iverables - thus no SLoAs are shown in this LCIP. Yet the Progress remains empty, as SLV is investig legislation in line with available AGY deliverables.	ating the need to revis	e national
AOP03	Improve runway safety by preventing runway incursions (From: 04-2003 By: 12-2008 / Agreed)				
AOP03-REG01	Implement recommendations contained in the European Action plan for the prevention of runway incursions in accordance with the explanatory notes				PE
	Implement recommendation			Planned 04-2003	PE 12-2008
	Implement recommendation SLV				
ATC01	SLV	ns contained in the Europea Planned	in Action plan for the prevention of runway incursions in accordance with the explanatory notes		12-2008
	SLV	ns contained in the Europea Planned Int Airborne Collision A	In Action plan for the prevention of runway incursions in accordance with the explanatory notes All necessary actions will be monitored by SLV as part of the regular inspection/audit visits.	04-2003	12-2008
ATC01 ATC01-REG01	SLV	ns contained in the Europea Planned Int Airborne Collision A Est Completed	In Action plan for the prevention of runway incursions in accordance with the explanatory notes All necessary actions will be monitored by SLV as part of the regular inspection/audit visits. Invoidance System (ACAS) II (From: 01-2000 By: 01-2005 / Agreed) Inablish national legal provisions for ACAS II Alt A 12/96 and further AIC A 13/97 AIC have been published	04-2003	12-2008
ATC01	SLV Impleme	ns contained in the Europea Planned Int Airborne Collision A Est Completed	In Action plan for the prevention of runway incursions in accordance with the explanatory notes All necessary actions will be monitored by SLV as part of the regular inspection/audit visits. voidance System (ACAS) II (From: 01-2000 By: 01-2005 / Agreed) ablish national legal provisions for ACAS II	04-2003	12-2008
ATC01 ATC01-REG01 ATC01-REG02	SLV Impleme	ns contained in the Europea Planned Int Airborne Collision A Est Completed Adopt JAR-O Completed	In Action plan for the prevention of runway incursions in accordance with the explanatory notes All necessary actions will be monitored by SLV as part of the regular inspection/audit visits. Voidance System (ACAS) II (From: 01-2000 By: 01-2005 / Agreed) Cablish national legal provisions for ACAS II AIC A 12/96 and further AIC A 13/97 AIC have been published PS 1 ACAS provisions into national legal procedures	04-2003	12-2008 PE 06-1998 07-1999
ATC01 ATC01-REG01	SLV Impleme SLV SLV	ns contained in the Europea Planned Int Airborne Collision A Est Completed Adopt JAR-O Completed Implement chan	In Action plan for the prevention of runway incursions in accordance with the explanatory notes All necessary actions will be monitored by SLV as part of the regular inspection/audit visits. Voidance System (ACAS) II (From: 01-2000 By: 01-2005 / Agreed) Tablish national legal provisions for ACAS II AIC A 12/96 and further AIC A 13/97 AIC have been published PS 1 ACAS provisions into national legal procedures Tables to controller / pilot legal responsibilities for ACAS II	04-2003	12-2008 PE 06-1998
ATC01 ATC01-REG01 ATC01-REG02	SLV Impleme SLV	ns contained in the Europea Planned Int Airborne Collision A Est Completed Adopt JAR-O Completed	In Action plan for the prevention of runway incursions in accordance with the explanatory notes All necessary actions will be monitored by SLV as part of the regular inspection/audit visits. Voidance System (ACAS) II (From: 01-2000 By: 01-2005 / Agreed) Cablish national legal provisions for ACAS II AIC A 12/96 and further AIC A 13/97 AIC have been published PS 1 ACAS provisions into national legal procedures	04-2003 Partially Completed	12-2008 PE 06-1998 07-1999
ATC01 ATC01-REG01 ATC01-REG02	SLV Impleme SLV SLV	ns contained in the Europea Planned Int Airborne Collision A Est Completed Adopt JAR-O Completed Implement chan	In Action plan for the prevention of runway incursions in accordance with the explanatory notes All necessary actions will be monitored by SLV as part of the regular inspection/audit visits. Voidance System (ACAS) II (From: 01-2000 By: 01-2005 / Agreed) Tablish national legal provisions for ACAS II AIC A 12/96 and further AIC A 13/97 AIC have been published PS 1 ACAS provisions into national legal procedures Inspect to controller / pilot legal responsibilities for ACAS II The ICAO Doc 4444 provisions for ACAS equipped aircraft are the basis for the controller related responsibility, whereas for the airborne side, operational procedures are described in	04-2003 Partially Completed	12-2008 PE 06-1998 07-1999
ATC01-REG01 ATC01-REG02 ATC01-REG03	SLV Impleme SLV SLV	ns contained in the Europea Planned Int Airborne Collision A Est Completed Completed Implement chan Completed	In Action plan for the prevention of runway incursions in accordance with the explanatory notes All necessary actions will be monitored by SLV as part of the regular inspection/audit visits. voidance System (ACAS) II (From: 01-2000 By: 01-2005 / Agreed) ablish national legal provisions for ACAS II AIC A 12/96 and further AIC A 13/97 AIC have been published PS 1 ACAS provisions into national legal procedures nges to controller / pilot legal responsibilities for ACAS II The ICAO Doc 4444 provisions for ACAS equipped aircraft are the basis for the controller related responsibility, whereas for the airborne side, operational procedures are described in the Operators Manual System	04-2003 Partially Completed	12-2008 PE 06-1998 07-1999 06-1998

Objective Number			Objectiv	e Description	Stakeholder Progress	Class
SLoA Nr.			SLoA	Description	Start	Finish
	Local Scope	SLoA Prog.	LA Nr.	LA Description	Related Plan	LA Date
	SLV	Late	OPS 1 Au	A includes Amendment 12 to ICAO Doc 8168 Vol 1, which is expected to be in JAR ugust 2005 at the latest. The new procedures will be adopted when they are in JAR-OPS 1.		08-200
ATC02.2	Implement gr	ound based safety nets -	Short Term C	Conflict Alert (STCA) - level 2 (- By: 12-2007 / Tentative)	No Plan	PE
This Ter	ntative Objective is considered no	ot yet mature and/or lacking d	eliverables - thus	s no SLoAs are shown in this LCIP, and the Progress remains "No Plan" like in previo	us Edition of the LC	IP.
COM04	Miç	grate flight data exchang	e from X.25 to	o TCP/IP (From: 01-2005 By: 12-2007 / Agreed)	Under Review	PE
		No actions p	lanned yet - awa	iting outcome of Naviair's proposal to Eurocontrol.		
COM07	Improve the manageme			the aeronautical frequency assignments in allocated radio bands By: 12-2005 / Agreed)	Planned	PE
COM07-REG02		Provide aeronautical	information requ	ired to populate the initial central database	12-2002	12-2005
	SLV	Planned		atabase System (to be provided under SLoA AGY04) that will host the data (to be by States) will only be finalised in 2005, this SLoA is still 'Planned'		
COM07-REG03	Imple	ement the new system plannin	<mark>ig functions, use</mark>	common tools, and comply with the agreed procedures.	12-2002	12-2005
	SLV	Planned	As above)		
INF01	Implement the E	uropean Aeronautical In	formation Ser	vices (AIS) Database (From: 04-2003 By: 12-2006 / Agreed)	Completed	PE
	Note that in Denma	ark, the INF01 ASP related SL	oAs are taken ca	are of by Regulatory Authority SLV, and therefore are shown in the REG-SLoAs shee	t.	
INF01-ASP01		N	ligration and trar	nsition of States to EAD	09-2002	12-2004
	SLV	Completed		icipating Client, migration has now been finished.		
INF01-ASP02				ata to EAD by States	12-2002	12-2003
	SLV	Completed		Participating Client. In accordance with the Migration and Transition Plan, provision DEAD has now been implemented end of 2004.		12-200
INF01-ASP03		Migra	ation of all remai	ining ECAC States to EAD	07-2003	12-2006
	SLV	Not Applicable	For an ini	itial participating State, this is not considered applicable.		
INF05	Impi	rove end-to-end integrity	of aeronautic	al data (From: 12-2003 By: 12-2007 / Tentative)	-	PE
		This (new) Objective is n	ot yet mature an	d/or lacking deliverables - no SLoAs to be shown in this LCIP.		
NAV05	Implementation of Required Navigation Performance Area Navigation (RNP-RNAV) (From: 01-2001 By: 03-2010 / Tentative)					PE
This Ter	ntative Objective is considered no	ot yet mature and/or lacking d	eliverables - thus	s no SLoAs are shown in this LCIP, and the Progress remains "No Plan" like in previo	us Edition of the LC	IP.
NAV06	R	ationalisation of navigat	ion infrastruc	ture (From: 06-2004 By: 10-2010 / Tentative)	No Plan	PE
This Ter	ntative Objective is considered no	ot yet mature and/or lacking d	eliverables - thus	s no SLoAs are shown in this LCIP, and the Progress remains "No Plan" like in previo	us Edition of the LC	IP.
SRC02	Implement	ESARR 2 on reporting a	nd analysis o	f safety occurrences in ATM (- By: 01-2002 / Agreed)	Completed	PE
SRC02-REG01		Identify and establish	national instituti	ional arrangements to implement ESARR 2	11-1999	11-2000

Exercise : 2005-2009

Objective Number			Objective Description	Stakeholder Progress	Class
SLoA Nr.			SLoA Description	Start	Finish
	Local Scope	SLoA Prog. LA N	Nr. LA Description	Related Plan	LA Date
	SLV	Completed 1	National legislation already published:		
	SLV	2			
		3	Existence of legislation ensuring "non punitive" environment.		
SRC02-REG02	Asses	s national regulations vs. ESARR	R 2 if national regulations are already applicable to the subject matter	11-1999	11-2001
	SLV	Completed	See SRC02-REG01		
SRC02-REG03	Document and add	ress the differences identified in	SRC02-REG02 if national regulations are already applicable to the subject matter	11-1999	12-2001
	SLV	Completed	See SRC02-REG01		
SRC02-REG04		Draft new or modified reg	gulations to establish the ESARR 2 national framework	11-1999	11-2001
	SLV	Completed	New Regulations for Civil Aviation (BL 8-10) allowing ESARR 2 enactment and ensuring a "non-punitive" environment have been drafted.	·	
SRC02-REG05		Publish the new o	r modified regulations compliant with ESARR 2	11-2001	12-2001
	SLV	Completed	New Regulations for Civil Aviation (BL 8-10) allowing ESARR 2 enactment and ensuring a "non-punitive" environment have been promulgated.		
SRC02-REG06	Ν	Notify ICAO of any differences be	tween national safety regulations and ICAO SARPs as required	12-2001	01-2002
	SLV	Completed	The obligation to notify ICAO on differences is already covered by Article 38 of the Chicago Convention, so, in the opinion of Denmark, this SLoA is unnecessary. As a consequence, the Progress of this SLoA is put as "Completed".		
SRC02-REG07	In	nplement ESARR 2 requirements	s for accidents and ATM incidents with risk of collision (Phase 1)	11-1999	01-2000
	SLV	Completed	All of the Safety Requirements laid down in ESARR 2, Section 5, are complied with. In addition Denmark reports yearly the statistic to EUROCONTROL. SLV has internal sets of procedures to report and analyse safety occurrences in ATM.		
SRC02-REG08	Implement ESARR 2 requirements for ATM incidents with potential for risk of collision (Phase 2)				01-2001
	SLV	Completed	Same comment as for SRC02-REG07 above.		
SRC02-REG09		Implement ESARR 2 re	equirements for ATM specific occurrences (Phase 3)	11-1999	01-2002
	SLV	Completed	Same comment as for SRC02-REG07 above. In addition, Denmark reports yearly the statistic to EUROCONTROL.	ł	
SRC02-REG10	Develop	and implement the mechanisms	and capability to verify compliance with the new or modified regulations	11-1999	01-2001
	SLV	Completed	Existing arrangements to ensure safety oversight have been assessed and regulatory processes found to be appropriate. The need for update of related Regulations for Civil Aviation (BL 8-10) and specific staff training has been identified. The SLoA can be considered Completed.		
SRC02-REG11		Verify that the n	new or modified regulations are being applied	01-2001	01-2002
	SLV	Completed 1	Presently no formal ESARR 2 verification process is in place and the existing general audit checklists need to be updated.		
		2	The safety oversight has been considered at this stage to be performed by analysing the report statistics (per type of units, type of operations etc).		
		3	The number of reports collected gives enough assurance to record this SLoA as Completed.		
SRC03	Implement ESARR	3 on the use of safety man	agement systems by ATM Service Providers (- By: 07-2003 / Agreed)	Partially Completed	PE
SRC03-REG01		Identify and establish nati	ional institutional arrangements to implement ESARR 3	07-2000	10-2001

Objective Number			Objective Description	Stakeholder Progress	Class
SLoA Nr.			SLoA Description	Start	Finish
	Local Scope	SLoA Prog. LA	Nr. LA Description	Related Plan	LA Date
	SLV	Completed	Appropriate national institutional arrangements have been identified, including the identification of responsibilities and appropriate legislation to be adapted		
SRC03-REG02	Asse	ss national regulations vs. ESAR	RR 3 if national regulations are already applicable to the subject matter	07-2000	10-2001
	SLV	Not Applicable	National legislation allowing ESARR 3 enactment was not available prior to the approval of ESARR 3 in July 2000 and new regulation to set-up the ESARR 3 national framework had to be drafted. Therefore the Progress may be considered as "Not Applicable".		
SRC03-REG03	Document and ad	dress the differences identified ir	n SRC03-REG02 if national regulations are already applicable to the subject matter	10-2001	01-2002
	SLV	Not Applicable	Due to the non-existence of appropriate national regulation in the area covered by ESARR 3, no corrective measures to ensure compliance with ESARR 3 were documented, except the need for appropriate new national set of regulatory requirements, as reflected in SRC03-REG04 below. Therefore the Progress may be considered as "Not Applicable".		
SRC03-REG04		Draft new or modified re	egulations to establish the ESARR 3 national framework	07-2000	12-2002
	SLV	Completed	New national regulation in the area covered by ESARR3 has been drafted		
SRC03-REG05		Publish the new	or modified regulations compliant with ESARR 3	10-2001	12-2002
	SLV	Completed	Publication of new national requirement compliant with ESARR3 (BL 7-26) has been done		07-2003
SRC03-REG06		Notify ICAO of any differences b	between national safety regulations and ICAO SARPs as required	12-2002	07-2003
	SLV	Completed	The obligation to notify ICAO on differences is already covered by Article 38 of the Chicago Convention, so, in the opinion of Denmark, this SLoA is unnecessary. As a consequence, the Progress of this SLoA is put as "Completed".		
SRC03-REG07	Develop	and implement the mechanisms	s and capability to verify compliance with the new or modified regulations	07-2000	01-2003
	SLV	Completed	Mechanism to verify compliance with regulation is now included in the CAA routine inspection activities		
SRC03-REG08		Verify that the	new or modified regulations are being applied.	01-2003	07-2003
	SLV	Partially Completed	Verification is ongoing and expected to be fully completed by 2005.		07-2005
SRC04	Imp	lement ESARR 4 on risk as	sessment and mitigation in ATM (- By: 04-2004 / Agreed)	Partially Completed	PE
SRC04-REG01		04-2001	02-2002		
	SLV	Completed	Appropriate national institutional arrangements have been identified, including the identification of responsibilities and the need for appropriate legislation allowing ESARR 4 enactment at national level.		
SRC04-REG02	Asse	ss national regulations vs. ESAR	RR 4 if national regulations are already applicable to the subject matter	04-2001	02-2002
	SLV	Not Applicable	National legislation allowing ESARR 4 enactment was not available prior to the approval of ESARR 4 in April 2001 and new regulation to set-up the ESARR 4 national framework had to be drafted. See comment for SRC04-REG04 below. Therefore the Progress may be considered as "Not Applicable".		
SRC04-REG03	Document and ad	dress the differences identified in	n SRC04-REG02 if national regulations are already applicable to the subject matter	02-2002	05-2002
	SLV	Not Applicable	Due to the non-existence of appropriate national regulation in the area covered by ESARR 4, no corrective measures to ensure compliance with ESARR 4 were documented, except the need for appropriate new national set of regulatory requirements, as reflected in SRC04-REG04 below. Therefore the Progress may be considered as "Not Applicable".		

Exercise : 2005-2009

Objective Number			Objective Description	Stakeholder Progress	Class
SLoA Nr.			SLoA Description	Start	Finish
	Local Scope	SLoA Prog.	LA Nr. LA Description	Related Plan	LA Date
SRC04-REG04		Draft new or modified	d regulations to establish the ESARR 4 national framework	04-2001	05-2003
	SLV	Completed	New national regulation in the area covered by ESARR4 has been drafted]	
SRC04-REG05		04-2002	05-2003		
	SLV	Completed			
SRC04-REG06		Notify ICAO of any difference	s between national safety regulations and ICAO SARPs as required	05-2003	04-2004
	SLV	Completed	The obligation to notify ICAO on differences is already covered by Article 38 of the Chicago Convention, so, in the opinion of Denmark, this SLoA is unnecessary. As a consequence, the Progress of this SLoA is put as "Completed".		
SRC04-REG07	Develo	p and implement the mechani	isms and capability to verify compliance with the new or modified regulation	04-2001	09-2003
	SLV	Completed	Mechanism to verify compliance with regulation is included in CAA routine inspection activities.		
SRC04-REG08		Verify that f	the new or modified regulations are being applied	09-2003	04-2004
	SLV	Partially Completed	Verification is ongoing and expected to be fully completed by 2005.		07-200
SRC04-REG09			Define national ATM Safety Minima	01-2003	04-2004
	SLV	Partially Completed	Target Level of Safety (BL7-25) has been redefined (Dec 04) through recent AIC - severity classes 2 to 5 have been withdrawn (severity class 1 remains - waiting for Eurocontrol action).		12-200
SRC05.1	Implement ESARR 5 on ATM services' personnel (- By: 11-2003 / Agreed)				d PE
SRC05.1-REG01	Identify and establish national institutional arrangements to implement ESARR 5 (Edition 2.0), Sections 5.1 and 5.2				09-2001
	SLV	Completed	Appropriate national institutional arrangements have been identified, including the identification of responsibilities and appropriate legislation to be adapted		
SRC05.1-REG02	Assess national regula	ations vs. ESARR 5 (Edition 2.	.0), Sections 5.1 and 5.2 if national regulations are already applicable to the subject matter	11-2000	11-2001
	SLV	Completed	Comparison between the ESARR5 requirements and appropriate national regulations has been made and differences to ESARR5 have been noted.		
SRC05.1-REG03	Document and add	Iress the differences identified	I in SRC05.1-REG02 if national regulations are already applicable to the subject matter	11-2000	12-2001
	SLV	Completed			
SRC05.1-REG04	Draft new or modifi	ed regulations to establish the	ESARR 5 national framework for ATM services personnel and for air traffic controllers	11-2000	09-2002
	SLV	Completed			
SRC05.1-REG05	P	ublish the new or modified rec	gulations compliant with ESARR 5 (Edition 2.0), Sections 5.1 and 5.2.	11-2000	04-2003
	SLV	Completed	New national regulation compliant with ESARR5 now published]	
		Notify ICAO of difforo	nces between national safety regulations and ICAO SARPs	11-2002	11-2003
SRC05.1-REG06		Notify ICAO of unlete			
SRC05.1-REG06	SLV	Completed	The obligation to notify ICAO on differences is already covered by Article 38 of the Chicago Convention, so, in the opinion of Denmark, this SLoA is unnecessary.		
SRC05.1-REG06 SRC05.1-REG07		Completed		11-2000	11-2003
		Completed	Convention, so, in the opinion of Denmark, this SLoA is unnecessary.	11-2000	<u>11-2003</u> 01-2003

Objective Number			Objective Description	Stakeholder Progress	Class
SLoA Nr.			SLoA Description	Start	Finish
	Local Scope	SLoA Prog.	LA Nr. LA Description	Related Plan	LA Date
	SLV	Completed	Mechanism to verify compliance with regulation is established.		01-200
SRC05.1-REG09		Verify that	the new or modified regulations are being applied	04-2003	11-2003
	SLV	Partially Completed	Oversight function to verify application has now been established, and further work on this SLoA has been initiated as of 01/2005.		01-200
SRC05.2	Implement ESARR	5 on ATM services' p	ersonnel (engineering and technical personnel) (- By: 04-2005 / Agreed)	Planned	PE
SRC05.2-REG01	Identify	and establish national ins	stitutional arrangements to implement ESARR 5 (Edition 2.0) section 5.3	04-2002	02-2003
[SLV	Completed	Appropriate national institutional arrangements have been identified, including the identification of responsibilities and appropriate legislation to be adapted. Identical to SRC05.1-REG01.		
SRC05.2-REG02	Assess national regu	lations vs. ESARR 5 (Edit	ion 2.0), Section 5.3 if national regulations are already applicable to the subject matter	04-2002	04-2003
ſ	SLV	Completed	Comparison between the ESARR5 requirements and appropriate national regulations has been made and differences to ESARR5 have been noted. Identical to SRC05.1-REG02.		
SRC05.2-REG03	Document and addres	ss the differences identified	d in SRC05.2-REG02 if national regulations are already applicable to the subject matter	04-2002	05-2003
	SLV	Completed	Corrective measures to ensure compliance with ESARR5 have been documented and new national regulatory requirements have been drafted.		
SRC05.2-REG04	Draft new or modified regulations	to establish the ESARR 5	national framework for engineering and technical personnel undertaking operational safety related tasks	04-2002	02-2004
	SLV	Completed	New national regulation in the area covered with ESARR5 is drafted		
SRC05.2-REG05		Publish the new or modifie	ed regulations compliant with ESARR 5 (Edition 2.0), Section 5.3.	04-2002	10-2004
[SLV	Late	1 Publication of new national regulation compliant with ESARR5 is planned, before end of 2004. However, the need for new regulations for engineering and technical personnel, although already planned, has now been questioned.		
			2 Clarification of the need to implement new regulations in order to introduce the requirements of ESARR 5 par. 5.3 is expected early 2005.		03-200
SRC05.2-REG06	Implement the requirements fo	r engineering and technic	al personnel undertaking operational safety related tasks to be applied by designated authorities	04-2002	04-2005
	SLV	Planned	Internal set of procedures for Designated Authorities to apply ESARR5 requirements should be established. Identical to SRC05.1-REG07. However see REG05.		03-200
SRC05.2-REG07	Develop ar	nd implement the mechani	sms and capability to verify compliance with the new or modified regulations	04-2002	04-2005
	SLV	Completed	Mechanism to verify compliance with regulation is established. Identical to SRC05.1-REG08.		
SRC05.2-REG08		Verify that	the new or modified regulations are being applied	10-2004	04-2005
	SLV	Planned	Oversight function to verify application will be established. Work on this SLoA should have been initiated as of 01/2005 (identical to SRC05.1-REG09). However see REG05.		
SRC06	Imp	lementation of ESAR	R 6 on Software in ATM Systems (- By: 11-2006 / Agreed)	Planned	PE
			This is a new Objective in the ECIP2005-2009.		
SRC06-REG01		Identify and establish	national institutional arrangements to implement ESARR 6.	11-2003	07-2004
	SLV	Completed			
SRC06-REG02	Assess	national regulations vs. ES	CARR 6 if national regulations are already applicable to the subject matter.	11-2003	02-2005
Γ	SLV	Completed			

Objective Number	Objective Description	Stakeholder Progress	Class
SLoA Nr.	SLoA Description	Start	Finish
	Local Scope SLoA Prog. LA Nr. LA Description	Related Plan	LA Date
SRC06-REG03	Document and address the differences identified in SRC06-REG02 if national regulations are already applicable to the subject matter.	11-2004	02-2005
	SLV Planned This is on-going for the time being.		
SRC06-REG04	Draft new or modified regulations to establish the ESARR 6 national framework.	05-2005	05-2006
	SLV Planned This is on-going for the time being - publishing is planned for end 2005		12-2005
SRC06-REG05	Publish the new or modified regulations compliant with ESARR 6.	05-2005	05-2006
	SLV Planned As REG04		12-2005
SRC06-REG06	Develop and implement the mechanisms and capability to verify compliance with the new or modified regulations.	05-2005	05-2006
	SLV Planned Will be part of usual inspections and surveys		
SRC06-REG07	Verify that the new or modified regulations are being applied.	05-2006	11-2006
	SLV Planned Planned		11-2006
	Multi-National		
ATC06	Implement ATC air-ground data link services (Phase 1) (From: 06-2003 By: 12-2007 / Agreed)	Completed	MN
ATC06-REG02	Approve the operational use of air-ground data link services	06-2001	12-2007
	SLV Completed Operational use of functions as reflected in ATC06-ASP01 has been approved.		
COM02	Expansion of the use of 8.33 kHz VHF frequency channels (- By: 10-2002 / Achieved)	Completed	MN
COM03	Implement 8.33 kHz channel spacing above FL-195 (From: 10-2006 By: 07-2008 / Tentative)	-	MN
	This (new) Objective is not yet mature and/or lacking deliverables - no SLoAs to be shown in this LCIP.		
NAV08	Enable Implementation of approach procedures with vertical guidance using SBAS (ICAO APV I&II) (From: 01-2006 - / Tentative) No Plan	MN
This Te	ntative Objective is considered not yet mature and/or lacking deliverables - thus no SLoAs are shown in this LCIP, and the Progress remains "No Plan" like in j	previous Edition of the LCI	P.
	Harmonisation		
AOM13	Harmonise Operational Air Traffic (OAT) and General Air Traffic (GAT) handling (- By: 01-2007 / Tentative)	No Plan	Н
This Te	ntative Objective is considered not yet mature and/or lacking deliverables - thus no SLoAs are shown in this LCIP, and the Progress remains "No Plan" like in	previous Edition of the LCI	P.
AOP04	Implement Advanced Surface Movement Guidance and Control System (A-SMGCS) Level I (From: 01-2007 - / Tentative)	Completed	Н
	A-SMGCS is operational since December 2004 at Kastrup. Therefore, although the Objective is Tentative, DK considers the Objective "Comple	eted".	
ATC07	Implement arrival management tools (From: 12-1998 - / Agreed)	Completed	Н
ATC07-REG01	Publish regulation on arrival management tools operation	01-2007	-
	SLV Completed Sequencing and metering system in Copenhagen Kastrup was approved in 1999		
ATC13	Implement automated support for conflict resolution (From: 01-2007 - / Tentative)	No Plan	Н
This Te	ntative Objective is considered not yet mature and/or lacking deliverables - thus no SLoAs are shown in this LCIP, and the Progress remains "No Plan" like in	previous Edition of the LCI	Ρ.
HUM04	Implement the European Air Traffic Controller licensing scheme (From: 10-2000 By: 11-2003 / Agreed)	Partially Complete	d H
	Full completion planned for end 2005.		

	Objective Number				Objective Description	Stakeholder Progress	Class
	SLoA Nr.				SLoA Description	Start	Finish
-		Local Scope	SLoA Prog.	LA Nr.	LA Description	Related Plan	LA Date

HUM04-REG01		Est	tablish national preparatory task force	10-2001	11-2003
	SLV	Completed			
HUM04-REG02		Verify initial traini	ing courses satisfy the common core content syllabi	10-2001	11-2003
	SLV	Completed	Part of the ESARR 5 implementation - now completed.		01-200
HUM04-REG03			Approve unit training plans	10-2001	11-2003
	SLV	Completed	Part of the ESARR 5 implementation - now completed.		01-200
HUM04-REG04		Establish	the body to administer the licensing scheme	10-2001	11-2003
	SLV	Completed	Done by the existing organisation.		
HUM04-REG05		Implement regulatory r	requirements for the European ATCO Licensing Scheme	10-2000	11-2003
	SLV	Completed	Part of the ESARR 5 implementation - now completed.		
HUM04-REG06		mplement regulatory requirement	s for European Class 3 Medical Certification of Air Traffic Controllers	11-2002	11-2003
	SLV	Completed	Part of the ESARR 5 implementation - now completed.		
HUM04-REG07		Ensure safety oversight for	the implementation of the European ATCO Licensing Scheme	11-2002	11-2003
	SLV	Partially Completed	Can be considered partially completed, as service providers have been given 1 year to satisfy the requirements of ESARR 5.1		
HUM04-REG08	Ensure safety ov	versight for the implementation of	the requirements for European Class 3 Medical Certification of Air Traffic controllers	11-2002	11-2003
	SLV	Partially Completed	as above REG07		
INF02		Implement ISO 9001:	2000 in AIS (From: 06-1999 By: 12-2003 / Agreed)	Completed	Н
	Note that in Denr	nark, the INF02 ASP related SLo	As are taken care of by Regulatory Authority SLV, and therefore are shown in the REG-SLoAs she	et	
INF02-ASP01		Reference a	and/or implement SDP in States procedures	01-2002	12-2003
	SLV	Completed	Comparative assessment of procedures against Static Data Procedures has been performed. The Static Data Procedures (SDP) are referenced in the working procedures.		
INF02-ASP02		Impler	ment ISO QMS and achieve certification	06-2000	12-2003
	SLV	Completed	ISO 9000 Quality Management System in AIS and ISO 9001:2000 certification achieved in:		11-200
INF03		Implement improved aerona	autical information (From: 06-2000 By: 12-2005 / Agreed)	Partially Complet	ed H
Note that in Denma			atory Authority SLV, and therefore are shown in the REG-SLoAs sheet. Compared to last year, a πυ Sep 2005. The REG01 requirements are already covered by the provision of ICAO Annex 15.	mber of actions have	e now been
INF03-ASP02		Adher	re to AIRAC rules and guidance material	06-2000	-
	SLV	Not Applicable	INF03-ASP02 is found by Denmark to be irrelevant in the LCIP context, as this is already covered in ICAO Annex 15		
INF03-ASP03			Implement data content guidelines	09-2003	12-2004
	SLV	Completed			
INF03-ASP04			Implement and provide the eAIP	12-2002	12-2005
		Di l	Planned:		09-200
	SLV	Planned			00 200

Objective Number			Objective Description	Stakeholder Progress	Class
SLoA Nr.			SLoA Description	Start	Finish
	Local Scope	SLoA Prog.	A Nr. LA Description	Related Plan	LA Date
	SLV	Completed			
INF03-REG01			Enforce the conformance to AIRAC	06-2000	-
	SLV	Not Applicable	The REG01 requirements are already covered by the provision of ICAO Annex 15.	<u>.</u>	
NAV03	Implementation of Precisio	•	V (P-RNAV) as an interim step towards Required Navigational Performance Area P RNAV) (From: 01-2001 By: 03-2005 / Agreed)	Partially Completed	Н
	Note that in Der	nmark, the NAV03 ASP06 SLo	oA is taken care of by Regulatory Authority SLV, and therefore is shown in the REG-SLoAs sheet		
NAV03-ASP06	Publis	h in AIPs all co-ordinate data	in WGS-84 meeting the quality requirements set out in ICAO Annex 15	01-2001	01-2005
	SLV	Completed			
NAV03-REG01		Ensure su	ppliers of navigation databases are accredited	01-2004	01-2005
	SLV	No Plan	Awaiting outcome of EUROCONTROL Studies.		
NAV03-REG02		Ens	ure quality of published Navigation Data	01-2001	01-2005
	SLV	Partially Completed	Awaiting outcome of EUROCONTROL Studies. AIS is already ISO certified.		
NAV07			es Based on DME/DME and/or Basic GNSS, and RNAV Approach Procedures with nce (ICAO APV/Baro VNAV (From: 01-2005 - / Tentative)	No Plan	Н
	This Tentative Object	tive is considered not yet mat	ure and/or lacking deliverables - thus no SLoAs are shown in this LCIP, and the Progress is "No Pla	n".	
NAV09	Enable GBAS Cat.1 based p	precision approach servi	ce as a first step towards a system providing Category II and III capability (From: 01-2006 - / Tentative)	No Plan	Н
	This Tentative Object	tive is considered not yet mat	ure and/or lacking deliverables - thus no SLoAs are shown in this LCIP, and the Progress is "No Pla	n".	
SUR05	Implement ground-based su	urveillance in continenta	I airspace and airports via Automatic Dependent Surveillance Broadcast (ADS-B) (From: 06-2005 - / Tentative)	No Plan	Н
This T	entative Objective is considered not	t yet mature and/or lacking de	liverables - thus no SLoAs are shown in this LCIP, and the Progress remains "No Plan" like in previo	ous Edition of the LCIP.	
SUR06	Implement Automatic Deper		ract (ADS- C) to provide and/or improve surveillance in low air traffic density/non al airspace (From: 01-2004 - / Tentative)	No Plan	Н
This T	entative Objective is considered not	t yet mature and/or lacking de	liverables - thus no SLoAs are shown in this LCIP, and the Progress remains "No Plan" like in previo	ous Edition of the LCIP.	

Local Convergence and Implementation Plan for Denmark

Objective Number			(Dbjective Description	Stakeholder Progress	Class
SLoA Nr.				SLoA Description	Start	Finish
	Local Scope	SLoA Prog.	LA Nr.	LA Description	Related Plan	LA Date

	Pan European			
AOM06	Implement Flexible Use of Airspace (FUA) Concept (- / Achieved)	Co	mpleted	PE
AOM07	Implement collaborative civil-military airspace planning at national level (- By: 09-20	004 / Agreed) P	anned	PE
AOM07-ASP01	Apply common procedures and guidelines	-		09-2004
	Naviair Planned Application of common procedures and guidelines related has been in use in Denmark for several years. Since prodocuments have been studied and thus new procedures material, will enter in force in March 2005.	evious LCIP, the 3 supporting		03-2005
AOM09	Implement re-organisation of ECAC airspace to ensure the application of a common ICAO ATS classific level (/ Achieved)	ation above a common agreed Con	mpleted	PE
AOM09-ASP01	Train ATC staff in new procedures	-		11-2003
	Naviair Completed			
AOM09-ASP02	Adapt ground systems as necessary	-		11-2003
	Naviair Not Applicable Not deemed necessary			
AOM09-ASP03	Adapt national airspace organisation as necessary	-		11-2003
	Naviair Not Applicable Not deemed necessary			
AOM10	Implement ATS Route Network (ARN) - Version 5 (From: 06-2004 By: 12-2006 / A	Agreed) Pl	anned	PE
AOM10-ASP01	Implement national route structure changes	10-2	004	12-2006
	Naviair Planned Naviair is awaiting the outcome of the SLoA AGY01, for implement its outcome.	eseen for 06/2005, and will then		
AOM10-ASP02	Ensure Compatibility of en-route and Terminal Airspace	10-2	003	06-2005
	Naviair Planned Note that the 'Finish' date of the ASP02 SLoA (06-2005 overall 12-2006 Finish dates. Naviair will perform the ne deliverable is available in 06/2005.) should be updated in line with the cessary actions once the AGY01		
AOM14	Implement re-organisation of ECAC airspace to ensure a uniform and simplified application of ICAO A agreed level, below the Class N environment (- By: 04-2006 / Tentative)	TS classes above a common N	o Plan	PE
This T	Tentative Objective is considered not yet mature and/or lacking deliverables - thus no SLoAs are shown in this LCIP, and the Pr	ogress remains "No Plan" like in previous Editio	n of the LCI	P.
AOM15	Implement re-organisation of ECAC airspace to ensure a uniform and simplified application of ICAO AT airspace (- By: 11-2006 / Tentative)	S classification below Class K N	o Plan	PE
This T	Tentative Objective is considered not yet mature and/or lacking deliverables - thus no SLoAs are shown in this LCIP, and the Pr	ogress remains "No Plan" like in previous Editio	n of the LCI	P.
AOM17	Implement collaborative civil-military airspace planning at European level (- By: 12-20	07 / Tentative)	-	PE
This (new) Tent	ntative Objective is considered not yet mature and/or lacking deliverables - thus no SLoAs are shown in this LCIP. Yet the Progr legislation in line with available AGY deliverables.	ess remains empty, as SLV is investigating the r	need to revis	se national
AOP03	Improve runway safety by preventing runway incursions (From: 04-2003 By: 12-200	8 / Agreed) Pl	anned	PE

Objective Number				Objective Description	Stakeholder Progress	Class
SLoA Nr.				SLoA Description	Start	Finish
	Local Scope	SLoA Prog.	LA Nr	LA Description	Related Plan	LA Date
AOP03-ASP01	Implement recommendations co	ntained in the Europe	ean Actio	on plan for the prevention of runway incursions in accordance with the explanatory notes	04-2003	12-2008
	Naviair	Planned		Naviair has implemented the majority of the recommendations. Some recommendations concerning changes to phraseology are awaiting amendment of ICAO documentation and subsequent REG deliverables.		
ATC01	Implement A	irborne Collision A	Avoida	nce System (ACAS) II (From: 01-2000 By: 01-2005 / Agreed)	Completed	PE
		Objective fully	ly 'Comp	leted' - no SLoAs shown in the Detailed Objectives Description.	1	
ATC02.2	Implement ground	based safety nets	s - Sho	ort Term Conflict Alert (STCA) - level 2 (- By: 12-2007 / Tentative)	No Plan	PE
This Ten	tative Objective is considered not yet i	mature and/or lacking	g delivera	ables - thus no SLoAs are shown in this LCIP, and the Progress remains "No Plan" like in previ	ious Edition of the LC	IP.
COM04	Migrate	flight data exchan	nge fro	m X.25 to TCP/IP (From: 01-2005 By: 12-2007 / Agreed)	Under Review	PE
	-	•	-	responsibility for co-ordination of migration. Naviair will follow the outcome of the proposals fro	m such a subgroup.	
FCM01				nanagement services (From: 08-2001 By: 12-2006 / Agreed)	Planned	PE
FCM01-ASP01	•			MS with basic correlated position data	08-2001	12-2004
	COPENHAGEN ACC	Completed				
FCM01-ASP02	<u>_</u>	Supply	y ETFM	S with Standard Correlated Position Data	08-2001	12-2006
	COPENHAGEN ACC	Planned		Awaiting availability of ARTAS with Asterix 062 output (version 7). Software has been received for version 7, yet implementation date not yet known.		
FCM01-ASP03		Rec	ceive an	d process ATFM data from the CFMU	03-1995	12-2001
	COPENHAGEN ACC	Completed				
FCM01-ASP04		Inform CFML	U of fligh	nt activations and estimates for ATFM purposes	03-1995	12-1999
	COPENHAGEN ACC	Completed				
FCM01-ASP05	 	Inform CFMU of flight	t activation	ons and additional estimate updates for ATFM purposes	03-2001	12-2006
	COPENHAGEN ACC	Not Applicable		This SLoA is not needed with completion of FCM01-ASP01		
FCM01-ASP06		Inform CF	FMU of I	re-routings inside FDPA for ATFM purposes	03-2001	12-2006
	COPENHAGEN ACC	Late		This will be implemented with DATMAS	DATMAS	01-2007
FCM01-ASP07	1		rm CFMl	U of aircraft holding for ATFM purposes	03-2003	12-2006
	COPENHAGEN ACC	Late		This will be implemented with DATMAS	DATMAS	01-2007
FCM01-ASP08		,	<mark>، CFMU ر</mark>	with Departure Planning Information (DPI)	03-2005	-
	COPENHAGEN ACC	Planned		DMan implementation planned		06-2005
FCM03	•			ght planning (From: 01-2000 By: 12-2006 / Agreed)	Late	PE
	Those SL	oAs that are complete		have no further clarification, are not shown in the Detailed Objectives Description.		
FCM03-ASP07		1.2	Provid	de AFP message for a diversion	03-2005	12-2006
	COPENHAGEN ACC	Late		This will be implemented with DATMAS	DATMAS	01-2007
FCM03-ASP08			KEP mes	sage for a change of flight rules or flight type	03-2003	12-2005
	COPENHAGEN ACC	Late		This will be implemented with DATMAS	DATMAS	01-2007

Objective Number			Objective Description	Stakeholder Progress	Class
SLoA Nr.			SLoA Description	Start	Finish
	Local Scope	SLoA Prog.	LA Nr. LA Description	Related Plan	LA Date
FCM03-ASP09		Provide A	P message for a change of en-route cruising level	03-2003	12-2005
	COPENHAGEN ACC	Late	This will be implemented with DATMAS	DATMAS	01-200
FCM03-ASP13		Provide AF	P message for change of aircraft type or equipment	03-2003	12-2005
	COPENHAGEN ACC	Late	This will be implemented with DATMAS	DATMAS	01-20
HUM01	E	nsure timely availab	ility of controllers (From: 12-2000 By: 12-2007 / Agreed)	Completed	PE
HUM01-ASP01		Apply gui	delines and tools for controller manpower planning	02-2000	12-2007
	COPENHAGEN ACC	Completed			
HUM01-ASP02		Apply	guidelines and tools for staffing and rostering	02-2000	12-2007
	COPENHAGEN ACC	Completed	Equivalent means of compliance are applied.		
HUM01-ASP03		Mał	e available a sufficient number of controllers	02-2000	12-2007
	COPENHAGEN ACC	Completed			
HUM01-ASP04		Apply g	uidelines for critical incident stress management	01-2003	12-2007
	COPENHAGEN ACC	Completed]		
INF01	Implement the Euro	pean Aeronautical I	nformation Services (AIS) Database (From: 04-2003 By: 12-2006 / Agreed)	Completed	PE
In DK, this O	bjective is taken care of by the Regu	latory Authority SLV (se	e REG-SLoAs sheet), and so the subsequent SLoAs are not dealt with hereunder. The Progress is ide	entical to the SLV Pro	gress.
INF05	Improve	e end-to-end integrit	y of aeronautical data (From: 12-2003 By: 12-2007 / Tentative)	-	PE
		This (new) Objective is	not yet mature and/or lacking deliverables - no SLoAs to be shown in this LCIP.		
NAV05	Implementation of Requi	ired Navigation Perf	ormance Area Navigation (RNP-RNAV) (From: 01-2001 By: 03-2010 / Tentative)	No Plan	PE
This Ten	tative Objective is considered not ye	t mature and/or lacking	deliverables - thus no SLoAs are shown in this LCIP, and the Progress remains "No Plan" like in previo	ous Edition of the LCI	IP.
NAV06	Ratio	onalisation of naviga	tion infrastructure (From: 06-2004 By: 10-2010 / Tentative)	No Plan	PE
This Ten	tative Objective is considered not ye	t mature and/or lacking	deliverables - thus no SLoAs are shown in this LCIP, and the Progress remains "No Plan" like in previo	ous Edition of the LCI	IP.
SAF01	Implemen	t a safety managem	ent system for ATM Service Providers (- By: 07-2003 / Agreed)	Completed	PE
I		Obj	ective fully 'Completed' - no SLoAs to be shown in this LCIP.		
SRC02	Implement ES	ARR 2 on reporting	and analysis of safety occurrences in ATM (- By: 01-2002 / Agreed)	Completed	PE
		Obj	ective fully 'Completed' - no SLoAs to be shown in this LCIP.		
SRC03	Implement ESARR 3	on the use of safety	management systems by ATM Service Providers (- By: 07-2003 / Agreed)	Completed	PE
		Obj	ective fully 'Completed' - no SLoAs to be shown in this LCIP.		
SRC04	Implem	ent ESARR 4 on risl	assessment and mitigation in ATM (- By: 04-2004 / Agreed)	Completed	PE
SRC04-ASP01			Implement ESARR 4 requirements	04-2001	04-2004
	Naviair	Completed	Agreement with Regulator concerning interpretation of SRC04-REG05 has been reached. Amendment to Danish regulation is published in 12/2004.		12-20

Objective Number	Objective Description	Stakeholder Progress	Class
SLoA Nr.	SLoA Description	Start	Finish
	Local Scope SLoA Prog. LA Nr. LA Description	Related Plan	LA Date
SRC05.1	Implement ESARR 5 on ATM services' personnel (- By: 11-2003 / Agreed)	Partially Completed	PE
SRC05.1-ASP01	Implement Sections 5.1.2 and 5.2.2 of ESARR 5, Edition 2.0 to be applied by providers of air traffic services	11-2000	11-2003
	Naviair Completed		
SRC05.1-ASP02	Implement Sections 5.1.3 and 5.2.3 of ESARR 5, Edition 2.0 to be applied by individual personnel	11-2000	11-2003
	Naviair Planned This is planned end 2005		12-2005
SRC05.2	Implement ESARR 5 on ATM services' personnel (engineering and technical personnel) (- By: 04-2005 / Agreed)	Planned	PE
SRC05.2-ASP01	Implement section 5.3.2. of ESARR 5, Edition 2.0 to be applied by operating organisations	04-2002	04-2005
	Naviair Planned Awaiting achievement of various Regulatory Authority SLoAs (e.g. SRC05.2-REG05)		
SRC05.2-ASP02	Implement section 5.3.3. of ESARR 5, Edition 2.0 to be applied by individual personnel	04-2002	04-2005
	Naviair Planned As above]	
SRC06	Implementation of ESARR 6 on Software in ATM Systems (- By: 11-2006 / Agreed)	Planned	PE
SRC06-ASP01	Implement ESARR 6 requirements.	11-2003	11-2006
	Naviair Planned Awaiting related REG deliverables.		
	Multi-National		
AOM11	Extend the application of Flexible Use of Airspace (FUA) principles to the lower airspace (From: 02-2003 - / Agreed)	Completed	MN
	All SLoAs are "Completed", so not to be shown in the Detailed Objectives Description.		
AOM16	Extend collaborative civil-military airspace planning with neighbours (From: 10-2004 - / Agreed)	Planned	MN
AOM16-ASP01	Apply common procedures and guidelines	10-2004	-
	Naviair Planned 1 There are ongoing negotiations with AVINOR - an agreement is expected early 2005. 2 Further awaiting outcome of AOM16-AGY01, initially foreseen for October 2004 but now delayed for 6 months.		
ATC06	Implement ATC air-ground data link services (Phase 1) (From: 06-2003 By: 12-2007 / Agreed)	Partially Completed	MN
ATC06-ASP01	Upgrade ground ATC systems	12-2002	12-2007
	Naviair Partially Completed Delivery of DCL and D-ATIS via data link is in operation at COPENHAGEN Airport KASTRUP, for ACARS equipped aircraft compliant with ARINC 623 protocol. For ACC, there is no final plan.		
ATC06-ASP02	Adapt communication infrastructure to handle air-ground data link services	08-2001	12-2007
	Naviair No Plan For COPENHAGEN Airport KASTRUP, the transition to VDL Mode 2 will depend on the data link service providers SITA and ARINC. For ACC, see ATC06-ASP01.		
ATC06-ASP03	Train controllers to use air-ground data link services	01-2002	12-2007
	Naviair Partially Completed For COPENHAGEN Airport KASTRUP, ATCOs have been trained before operation. For ACC, refer to ATC06-ASP01.		
COM03	Implement 8.33 kHz channel spacing above FL-195 (From: 10-2006 By: 07-2008 / Tentative)	-	MN
	This (new) Objective is not yet mature and/or lacking deliverables - no SLoAs to be shown in this LCIP.	1	

Objective Number			C	Dbjective Description	Stakeholder Progress	Class
SLoA Nr.				SLoA Description	Start	Finish
	Local Scope	SLoA Prog.	LA Nr.	LA Description	Related Plan	LA Date

COM06	Migrate to ATS-Qsig digital signalling for ground telephone applications (From: 01-2003 By: 12-2008 / Agreed)	Planned	MN
	From 01/2007 Naviair will have the capability to migrate to ATS-Qsig. Yet Naviair proposes that Eurocontrol forms a subgroup under COMT to co-ordina	ate the transition.	
COM06-ASP01	Develop business and safety cases for the migration to ATS-Qsig	01-2003	12-2007
	Naviair Planned Planned before 2007		01-20
COM06-ASP02	Provide VCSs which support ATS-Qsig	01-2003	12-2008
	Naviair Planned Planned before 2007		01-20
COM06-ASP03	Train ATS Technical staff on the ATS-Qsig signalling Standard and the new VCS system as required.	01-2003	12-2008
	Naviair Planned Planned before 2007		01-20
COM06-ASP04	Get authorization from national regulator as required.	01-2003	12-2008
	Naviair Planned		
NAV08	Enable Implementation of approach procedures with vertical guidance using SBAS (ICAO APV I&II) (From: 01-2006 - / Tentative	re) No Plan	MN
This Te	entative Objective is considered not yet mature and/or lacking deliverables - thus no SLoAs are shown in this LCIP, and the Progress remains "No Plan" like in	previous Edition of the LC	IP.
SUR02	Implement Mode S elementary surveillance (From: 01-2003 By: 03-2005 / Agreed)	Planned	MN
	See Overall State Progress Description.		
	Harmonisation		
AOM12	Extend FUA with dynamic airspace management (From: 10-2004 - / Tentative)	No Plan	Н
This Te	entative Objective is considered not yet mature and/or lacking deliverables - thus no SLoAs are shown in this LCIP, and the Progress remains "No Plan" like in	n previous Edition of the LC	IP.
AOM13	Harmonise Operational Air Traffic (OAT) and General Air Traffic (GAT) handling (- By: 01-2007 / Tentative)	No Plan	Н
This Te	entative Objective is considered not yet mature and/or lacking deliverables - thus no SLoAs are shown in this LCIP, and the Progress remains "No Plan" like in	previous Edition of the LC	IP.
AOP01	Implement Airside capacity enhancement guidelines and Implementation manual (From: 01-2002 - / Agreed)	Completed	н
AOP01-ASP01	Familiarise airport controllers in the application of guidelines and the implementation manual	11-2002	-
	Naviair Completed		
AOP02	Implement use of a methodology for Airport Airside Capacity Analysis (eg CAMACA) (From: 02-2003 - / Agreed)	Completed	Н
AOP02-ASP01	Use the capacity values as analysed to establish the declared capacity for operations and strategic planning	02-2003	-
	Naviair Completed CAMACA is now in use at Kastrup Airport	I	
AOP04	Implement Advanced Surface Movement Guidance and Control System (A-SMGCS) Level I (From: 01-2007 - / Tentative)	Completed	Н
	A-SMGCS is operational since December 2004 at Kastrup. Therefore, although the Objective is Tentative, DK considers the Objective "Comp	leted".	
AOP05	Implement airport Collaborative Decision Making (CDM) (From: 01-2004 By: 01-2008 / Agreed)	No Plan	н
AOP05-ASP01	Define and agree performance objectives and KPIs at local level, specific to ANS provider in accordance with CDM manual guidelines	01-2004	
	Naviair No Plan Naviair is participating to the Nordic SWIM Project, which is currently performing a feas		-

Objective Number	Objective Description	Stakeholder Progress	Class
SLoA Nr.	SLoA Description	Start	Finish
	Local Scope SLoA Prog. LA Nr. LA Description	Related Plan	LA Date
AOP05-ASP02	Define and implement local ANS procedures for information sharing through Letters of Agreement (LoAs and/or Memorandum of Understanding (MoU) in accordance with CDM Manual guidelines	01-2004	-
	Naviair No Plan Same as AOP05-ASP01		
AOP05-ASP03	Define and implement local procedures for turnaround processes in accordance with CDM manual guidelines	01-2004	-
	Naviair No Plan Same as AOP05-ASP01		
AOP05-ASP04	Continually review and measure Airport performance in accordance with CDM manual guidelines	01-2004	-
	Naviair No Plan Same as AOP05-ASP01		
ATC02.1	Implement ground based safety nets - Short Term Conflict Alert (STCA) - level 1 (From: 12-1998 By: 12-2005 / Agreed)	Completed	Н
	Objective fully 'Completed' - no SLoAs to be shown in this LCIP.		
ATC02.3	Implement ground based safety nets - Area Proximity Warning (APW) (From: 12-1998 - / Agreed)	Planned	Н
ATC02.3-ASP01	Implement Area Proximity Warning (APW)	12-1998	-
	COPENHAGEN ACC Planned New software has been implemented in 10/2004. Will be validated during 2005 with a vie to operational use 12/2005.	w	12-200
ATC02.3-ASP02	Align ATCO training for the use of APW with EUROCONTROL guidelines	12-2004	-
	COPENHAGEN ACC Planned If validation of the new software turns out positive, the alignment of ATCO training will be implemented by 11/2005.		11-200
ATC02.4	Implement ground based safety nets - Minim Safe Altitude Warning (MSAW) (From: 12-1998 - / Agreed)	Planned	н
ATC02.4-ASP01	Implement Minimum Safe Altitude Warning (MSAW) for ACCs and TMAs	12-1998	-
	COPENHAGEN TMA / Planned COPENHAGEN ACC Same as ATC02.3-ASP01		
ATC02.4-ASP02	Align ATCO training for the use of MSAW with EUROCONTROL guidelines	12-2003	-
	Naviair Planned Awaiting outcome of Agency SLoA, foreseen for 12/2003 but now postponed to 12/2004.		
ATC02.4-ASP03	Implement MSAW for final approach path monitoring	12-2001	-
	COPENHAGEN TMA Planned As above ATC02.4-ASP01		
ATC03	Implement automated ground-ground coordination (From: 12-1998 - / Agreed)	Partially Completed	н
ATC03-ASP01	Implement basic co-ordination support between ATC units	01-1995	-
	COPENHAGEN TMA Completed		
ATC03-ASP02	Implement communication support for flight data exchange	01-1995	-
	COPENHAGEN TMA / Completed COPENHAGEN ACC		
ATC03-ASP03	Implement co-ordination support between civil and military units	12-1995	-
Γ	COPENHAGEN ACC Completed		
ATC03-ASP04	Permit co-ordination support between ATC and airport services	12-1998	-
	COPENHAGEN TMA / Completed Provision of automatic co-ordination with the Airport System for ground movement handl COPENHAGEN ACC and arrival/departure times is implemented.	ng	

Objective Number			Objective Description	Stakeholder Progress	Class
SLoA Nr.			SLoA Description	Start	Finish
	Local Scope	SLoA Prog.	LA Nr. LA Description	Related Plan	LA Date
ATC03-ASP05		Implement autom	natic co-ordination support between ATC and airport systems	12-2001	-
	COPENHAGEN TMA	Completed	Provision of automatic co-ordination with the Airport System for ground movement handling and arrival/departure times is implemented.		
ATC03-ASP06		mplement co-ordinatio	n update and pre-departure co-ordination & co-ordination dialogue	12-1995	-
	COPENHAGEN ACC	Planned	This will be implemented with DATMAS.	DATMAS	01-200
ATC03-ASP07		Im	plement transfer of communication procedure	12-1995	-
	COPENHAGEN ACC	Planned	This will be implemented with DATMAS.	DATMAS	01-20
ATC03-ASP08		Implen	nent co-ordination support for arrival management	12-2002	-
	COPENHAGEN ACC	No Plan			
ATC04		Achieve required	radar separation minima (From: 12-1998 - / Achieved)	Completed	н
			bjective was already considered 'Achieved' in the ECIP2004-2008. bjective fully 'Completed' - no SLoAs to be shown in this LCIP.		
ATC07		Implement arr	ival management tools (From: 12-1998 - / Agreed)	Completed	н
		SLoAs	that are completed and with no further explanation are not shown.		
ATC07-ASP01			Implement initial arrival management tools	12-1998	-
	COPENHAGEN TMA / COPENHAGEN ACC	Completed	A system to provide arrival sequencing and metering has been implemented. The system proposes a strategy to the ACC and APP controllers for sequencing and metering of arriving flights, in order to optimise the overall flow of arrival traffic.		
ATC12	Pr	ovide automated s	upport for conflict detection (From: 01-2003 - / Tentative)	No Plan	Н
This Ter	ntative Objective is considered not ye	t mature and/or lacking	g deliverables - thus no SLoAs are shown in this LCIP, and the Progress remains "No Plan" like in previo	us Edition of the LCII	<i>.</i>
ATC13	Impl	ement automated	support for conflict resolution (From: 01-2007 - / Tentative)	No Plan	н
This Ter	ntative Objective is considered not ye	t mature and/or lacking	g deliverables - thus no SLoAs are shown in this LCIP, and the Progress remains "No Plan" like in previo	us Edition of the LCII	<i>.</i>
COM05	Migrate from AF	TN/CIDIN to AMHS	for international communications (From: 01-2002 By: 12-2007 / Agreed)	Partially Completed	d H
	Naviair ha	is the necessary capab	ility. Migration with partners that will have the necessary capability is expected during 2005.		
COM05-ASP01		Implem	ent AMHS capability and gateway facilities to AFTN	01-2002	12-2007
	Naviair	Partially Completed			
COM05-ASP02			Implement regional boundary gateways	01-2002	12-2007
	Naviair	Partially Completed			
COM05-ASP03		Implement gateway be	etween national non-AMHS network (other than AFTN) and AMHS	01-2002	12-2007
	Naviair	Partially Completed			
DPS01		Implement Flight D	Data Processing (FDP) core functionality (/ Agreed)	Partially Completed	d H
			leted' SLoAs are not shown in the Detailed Objectives Description.		
DPS01-ASP02		Implement automatic a	assignment and management of SSR codes according to ORCAM	-	12-1995

Objective Number				Objective Description	Stakeholder Progress	Class
SLoA Nr.				SLoA Description	Start	Finish
	Local Scope	SLoA Prog.	LA Nr.	LA Description	Related Plan	LA Date
	COPENHAGEN TMA /	Partially Completed	1	Former Obj 5.1.2 Basic level is achieved		
	COPENHAGEN ACC	=	2	Former Obj 5.1.2 advanced level will be achieved with DATMAS	DATMAS	01-2007
DPS01-ASP03			Im	plement flight data update	01-1995	-
	COPENHAGEN ACC	Partially Completed	1	Former Obj 5.1.3 Basic level is achieved		
				For the former Obj 5.1.3 advanced level, the possibility to implement "enhanced OLDI" prior to DATMAS is being studied	DATMAS	01-2007
DPS01-ASP10		Imp	olement o	pperational human machine interface	01-1995	-
	COPENHAGEN TMA /	Partially Completed	1	Former Obj 5.16.3 basic level is achieved		
	COPENHAGEN ACC	-	2	Former Obj 5.16.3 advanced level will be achieved with DATMAS	DATMAS	01-2007
DPS01-ASP18			Implen	nent dynamic route processing	01-2004	-
	COPENHAGEN ACC	No Plan				
DPS01-ASP19		Implement coun	ter-propo	sal co-ordination for ATC internal communication	01-1995	-
	COPENHAGEN ACC	Planned		This will be implemented with DATMAS	DATMAS	01-2007
ENV01	Implement Basic	Continuous Descer	nt Appro	oach (BCDA) procedures (From: 04-2004 By: 01-2008 / Tentative)	No Plan	Н
This Ten	tative Objective is considered not ye	et mature and/or lacking	deliveral	bles - thus no SLoAs are shown in this LCIP, and the Progress remains "No Plan" like in previ	ous Edition of the LCIP).
ENV02	Implement Collabo	orative Environment	al Mana	agement (CEM) at Airports (From: 09-2004 By: 01-2008 / Tentative)	No Plan	Н
This Ten	tative Objective is considered not ye	et mature and/or lacking	deliveral	bles - thus no SLoAs are shown in this LCIP, and the Progress remains "No Plan" like in previ	ous Edition of the LCIP	
HUM02	Implement harmonised s	election, recruitme	nt, train	ing and development of ATM staff (From: 12-2000 By: 12-2007 / Agreed)	Partially Completed	Н
		SLoAs	that are c	completed and with no further explanation are not shown.	1	
HUM02-ASP02		Use common	core train	ning syllabi and commonly based training plans	01-2001	12-2007
	Naviair	Completed		Guidelines for common core content and training objectives for ATCO training are applied.		
HUM02-ASP07		Us	se metho	ds for personal/career development	12-2000	12-2007
	Naviair	Planned		A database containing personnel qualifications will be finalised end 2004. During 2005 a plan for extra education will be elaborated.		
HUM03	Fully integrate	e human factors inte	o the lif	ecycle of ATM systems (From: 01-2000 By: 12-2007 / Agreed)	Completed	н
HUM03-ASP01		Apply hum	an error	management, guidelines, methods and tools	06-2000	12-2007
	Naviair	Completed				
HUM03-ASP02	Use the repos	sitory of methods and to	ols for hu	uman factors integration and apply guidelines for human factors cases	11-2000	12-2007
	Naviair	Completed		Equivalent means of compliance.		
HUM03-ASP03		Apply the toolkit for	the asses	ssment of human contribution to system performance	10-2001	12-2007
	Naviair	Completed		Equivalent means of compliance.		
HUM03-ASP04	Apply guidance mate	erial, methods and tools	to captu	re HMI requirements and to design and evaluate new ATM working positions	01-2001	12-2007
	Naviair	Completed		The working positions and associated HMI for DATMAS have been developed in close collaboration with EEC Bretigny (DSI Project)		

Objective Number	Objective Description	Stakeholder Progress	Class
SLoA Nr.	SLoA Description	Start	Finish
	Local Scope SLoA Prog. LA Nr. LA Description	Related Plan	LA Date
HUM04	Implement the European Air Traffic Controller licensing scheme (From: 10-2000 By: 11-2003 / Agreed)	Planned	Н
	SLoAs that are completed and with no further explanation are not shown.		
HUM04-ASP04	Implement the requirements for European Class 3 Medical Certification of Air Traffic Controllers	11-2002	11-2003
	Naviair Planned Originally awaiting implementation of HUM04-REG06, now foreseen for:		12-200
HUM04-ASP05	Implement the European ATCO Licensing Scheme	10-2001	11-2003
	Naviair Planned Originally awaiting implementation of HUM04-REG05, now foreseen for:		12-200
INF02	Implement ISO 9001:2000 in AIS (From: 06-1999 By: 12-2003 / Agreed)	Not Applicable	н
	In DK, this Objective is taken care of by the Regulatory Authority SLV (see REG-SLoAs sheet), and so the subsequent SLoAs are not dealt with here	ınder.	
INF03	Implement improved aeronautical information (From: 06-2000 By: 12-2005 / Agreed)	Not Applicable	Н
	In DK, this Objective is taken care of by the Regulatory Authority SLV (see REG-SLoAs sheet), and so the subsequent SLoAs are not dealt with here	inder.	L
INF04	Implement integrated briefing (From: 07-2002 By: 12-2005 / Agreed)	Planned	н
INF04-ASP01	Implement and provide integrated briefing function	07-2002	12-2005
	Naviair Planned Related supporting material remains being studied to identify possible improvements to already established integrated briefing functions.		
NAV03	Implementation of Precision Area Navigation RNAV (P-RNAV) as an interim step towards Required Navigational Performance Area Navigation (RNP RNAV) (From: 01-2001 By: 03-2005 / Agreed)	Planned	Н
	SLoAs that are completed and with no further explanation are not shown.	_	
NAV03-ASP04	Train procedure designers in RNAV capabilities	01-2001	01-2003
	Naviair Planned External assistance is required as Naviair does not have the required expertise for the time being.		
NAV03-ASP05	Implement P-RNAV routes where identified as providing benefit	01-2001	01-2010
	COPENHAGEN ACC Planned A study of necessary DME/DME coverage has been carried out. A possible deployment of 2 extra DME stations is currently in the cost-benefit analysis phase towards a possible implementation in 2005.		12-200
NAV03-ASP06	Publish in AIPs all co-ordinate data in WGS-84 meeting the quality requirements set out in ICAO Annex 15	01-2001	01-2005
	Naviair Not Applicable In Denmark, this SLoA is taken care of by Regulatory Authority (SLV) - See REG SLoA sheet.		
NAV03-ASP08	Adapt ATS automated systems to ensure the availability of information regarding aircraft RNAV equipage for systematic display to relevant control positions	07-2002	03-2005
	COPENHAGEN TMA Completed	•	
NAV03-ASP09	Recommend to implement adaptations to ATS automated systems to permit the display on flight strips (and extended track labels) of the aircraft RNAV equipage	07-2002	03-2005
	COPENHAGEN TMA Partially Completed Display on flight strip applied. Display on extended label will be achieved with DATMAS.	DATMAS	01-200
NAV03-ASP10	Recommend to adapt ATS radar display systems to permit the display, on radar labels and/or radar position symbols, of aircraft RNAV equipage. Such display should be automatic. Manual updates should be possible	07-2002	03-2005
	COPENHAGEN TMA Planned Planned with DATMAS.	DATMAS	01-200
NAV03-ASP11	Develop a Local P-RNAV Safety Case	01-2001	01-2010

Objective Number				Objective Description	Stakeholder Progress	Class
SLoA Nr.		Start	Finish			
	Local Scope	SLoA Prog.	LA Nr.	LA Description	Related Plan	LA Date
	COPENHAGEN TMA	Planned		Awaiting outcome of NAV03-ASP05		
NAV07	-			used on DME/DME and/or Basic GNSS, and RNAV Approach Procedures with CAO APV/Baro VNAV (From: 01-2005 - / Tentative)	No Plan	Н
	This Tentative Objective	e is considered not yet	mature and	d/or lacking deliverables - thus no SLoAs are shown in this LCIP, and the Progress is "No Plar	ו".	
NAV09	Enable GBAS Cat.1 based pre	cision approach se		a first step towards a system providing Category II and III capability (From: 1-2006 - / Tentative)	No Plan	Н
	This Tentative Objective	e is considered not yet	mature and	d/or lacking deliverables - thus no SLoAs are shown in this LCIP, and the Progress is "No Plar	״.	
SUR01	Imp	plement dual Secon	ndary Su	rveillance Radar (SSR) Coverage (/ Achieved)	Completed	Н
	1			as already considered 'Achieved' in the ECIP2004-2008. Iy 'Completed' - no SLoAs to be shown in this LCIP.		
SUR03	Implem	ent radar data pro	cessing a	and distribution systems (From: 12-2003 - / Achieved)	Planned	Н
		This Objective is now o	considered	'Achieved' in the ECIP-2005-2009 and removed to 'Minimum Practices'.		
SUR03-ASP01		Provide m	<mark>ulti radar s</mark>	surveillance data processing and distribution	12-2003	-
	COPENHAGEN TMA / COPENHAGEN ACC	Planned		ARTAS implementation planned	ARTAS	07-200
SUR05	Implement ground-based surv	veillance in contine		pace and airports via Automatic Dependent Surveillance Broadcast (ADS-B) n: 06-2005 - / Tentative)	No Plan	Н
This T	entative Objective is considered not ye	et mature and/or lacking	g deliverab	oles - thus no SLoAs are shown in this LCIP, and the Progress remains "No Plan" like in previo	us Edition of the LC	IP.
SUR06	Implement Automatic Depende			ADS- C) to provide and/or improve surveillance in low air traffic density/non space (From: 01-2004 - / Tentative)	No Plan	Н
This T	entative Objective is considered not ye	t mature and/or lacking	g deliverab	oles - thus no SLoAs are shown in this LCIP, and the Progress remains "No Plan" like in previo	us Edition of the LC	IP.

Local Convergence and Implementation Plan for Denmark

Objective Number			(Objective Description	Stakeholder Progress	Class
SLoA Nr.				SLoA Description	Start	Finish
	Local Scope	SLoA Prog.	LA Nr.	LA Description	Related Plan	LA Date

			Pan European		
AOM06		Implement Flexible	e Use of Airspace (FUA) Concept (/ Achieved)	Completed	PE
AOM07	Implemen	nt collaborative civil-mili	tary airspace planning at national level (- By: 09-2004 / Agreed)	Planned	PE
	1				
AOM07-ASP01			ply common procedures and guidelines	-	09-2004
	Mil. Authority	Planned	Application of common procedures and guidelines related to Civil-Military airspace planning has been in use in Denmark for several years. Since previous LCIP, the 3 supporting documents have been studied and thus new procedures, in line with the EUROCONTROL material, will enter in force in March 2005.		03-20
AOM07-REG01		Assess/verify th	e applicability of common procedures and guidelines	-	09-2004
	Mil. Authority	Planned	As above ASP01.		03-20
AOM09	Implement re-organisation o	f ECAC airspace to ens	ure the application of a common ICAO ATS classification above a common agreed level (/ Achieved)	Completed	PE
AOM09-ASP01			Train ATC staff in new procedures	-	11-2003
	Mil. Authority	Not Applicable	This issue is taken care of by the Service Provider (Naviair), including training of military ATC Staff		
AOM09-ASP02			Adapt ground systems as necessary	-	11-2003
	Mil. Authority	Not Applicable	This issue is taken care of by the Service Provider (Naviair)		
AOM09-ASP03		Adapt	national airspace organisation as necessary	-	11-2003
	Mil. Authority	Completed	Airspace classification C implemented above FL 195.		
AOM09-REG02			Revise national legislation as required	-	11-2003
	Mil. Authority	Not Applicable	This issue is taken care of by the Civil Regulatory Authority (SLV)		
AOM09-USE01		Train cro	ews and adapt airborne systems, as required	-	11-2003
	Mil. Authority	Completed			
AOM10	Imp	ement ATS Route Netwo	ork (ARN) - Version 5 (From: 06-2004 By: 12-2006 / Agreed)	Planned	PE
AOM10-ASP01		Imp	plement national route structure changes	10-2004	12-2006
	Mil. Authority	Not Applicable	Note that Danish Military Authority has no Service Provision role, and so this issue is taken care of by the Service Provider (Naviair).		
AOM10-USE01			Adapt flight planning	10-2004	12-2006
	Mil. Authority	Planned	In line with the actions to be implemented by Naviair.		
AOM14	Implement re-organisation		sure a uniform and simplified application of ICAO ATS classes above a common the Class N environment (- By: 04-2006 / Tentative)	No Plan	PE
This Te	entative Objective is considered not	·	eliverables - thus no SLoAs are shown in this LCIP, and the Progress remains "No Plan" like in previo	us Edition of the LC	IP.
AOM15	Implement re-organisation of	-	ure a uniform and simplified application of ICAO ATS classification below Class K space (- By: 11-2006 / Tentative)	No Plan	PE

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Exercise	:	2005-2009	
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		Objective Desc		Stakeholder Progress	Class
		SLoA Descri	otion	Start	Finish
Local Scope	SLoA Prog.	LA Nr.	LA Description	Related Plan	LA Date
ve Objective is considered not	yet mature and/or lackin	g deliverables - thus no SL	oAs are shown in this LCIP, and the Progress remains "No Plan	" like in previous Edition of the LC	XP.
Implement collaborative civil-military airspace planning at European level (- By: 12-2007 / Tentative)					PE
	ive Objective is considered not Implement c	ive Objective is considered not yet mature and/or lackin Implement collaborative civil-mi	Local Scope SLoA Prog. LA Nr. ive Objective is considered not yet mature and/or lacking deliverables - thus no SL Implement collaborative civil-military airspace planning	ive Objective is considered not yet mature and/or lacking deliverables - thus no SLoAs are shown in this LCIP, and the Progress remains "No Plan Implement collaborative civil-military airspace planning at European level (- By: 12-2007 / Tentative)	SLoA Description Start Local Scope SLoA Prog. LA Nr. LA Description Related Plan ive Objective is considered not yet mature and/or lacking deliverables - thus no SLoAs are shown in this LCIP, and the Progress remains "No Plan" like in previous Edition of the LC

. ,	· · ·	-	legislation in line with available AGY deliverables.		
AOP03	Improve r	unway safety by preve	nting runway incursions (From: 04-2003 By: 12-2008 / Agreed)	No Plan	PE
		Military regu	lations are based on STANAGs. There are no additional plans.	_	
AOP03-APO01	Implement recommendations	contained in the European	Action plan for the prevention of runway incursions in accordance with the explanatory notes	04-2003	12-2008
	Mil. Authority	No Plan	Military regulations are based on STANAGs. There are no additional plans.		
AOP03-ASP01	Implement recommendations	contained in the European	Action plan for the prevention of runway incursions in accordance with the explanatory notes	04-2003	12-2008
	Mil. Authority	Not Applicable	This issue is taken care of by the Service Provider (Naviair).	7	
AOP03-REG01	Implement recommendations	contained in the European	Action plan for the prevention of runway incursions in accordance with the explanatory notes	04-2003	12-2008
	Mil. Authority	Not Applicable	This issue is taken care of by the Civil Regulatory Authority (SLV).		
AOP03-USE01	Implement recommendations	contained in the European	Action plan for the prevention of runway incursions in accordance with the explanatory notes	04-2003	12-2008
	Mil. Authority	No Plan	Military regulations are based on STANAGs. There are no additional plans.		
ATC01	Implement	Airborne Collision Ave	pidance System (ACAS) II (From: 01-2000 By: 01-2005 / Agreed)	Partially Complete	ed PE
	As TACDEN has not yet inco	rporated ICAO doc 8168 vo	I amd 12 into the relevant flight operational manuals, the Stakeholder Progress is still "Partially C	Completed"	
ATC01-ASP01			Train controllers in ACAS II	01-2000	-
	Mil. Authority	Completed	Training has been given to military ATCOs working in COPENHAGEN ACC		
ATC01-ASP02		Est	ablish ACAS II performance monitoring	01-1995	01-2000
	Mil. Authority	Completed	Applied by military ATCOs working in COPENHAGEN ACC		
ATC01-ASP03			Amend ATC training documentation	07-2003	07-2004
	Mil. Authority	Not Applicable	This issue is taken care of by Naviair.		
ATC01-MIL01		In	stall ACAS II in transport-type aircraft	-	01-2005
	Mil. Authority	Completed	All applicable aircraft ACAS II now equipped, action completed		
ATC01-MIL02	Tra	ain aircrews of tactical aircra	aft (not ACAS II equipped) on the implications of ACAS operations	07-2003	07-2004
	Mil. Authority	Completed			
ATC01-REG01		Estat	olish national legal provisions for ACAS II	-	06-1998
	Mil. Authority	Not Applicable	This issue is taken care of by the Civil Regulatory Authority (SLV)		
ATC01-REG03		Implement change	es to controller / pilot legal responsibilities for ACAS II	-	06-1998
	Mil. Authority	Not Applicable	This issue is taken care of by the Civil Regulatory Authority (SLV)		
ATC01-REG06		(Certify ACAS II compliant equipment	-	01-2005
	Mil. Authority	Not Applicable	This issue is taken care of by the Civil Regulatory Authority (SLV)		
ATC01-REG07		Ado	ppt ICAO PANS-OPS ACAS procedures	07-2003	07-2004
	Mil. Authority	Not Applicable	This issue is taken care of by the Civil Regulatory Authority (SLV).		

Local Convergence and Implementation Plan for Denmark

Objective Number	Objective Description	Stakeholder Progress	Class
SLoA Nr.	SLoA Description	Start	Finish
	Local Scope SLoA Prog. LA Nr. LA Description	Related Plan	LA Date
ATC01-USE03	Train flight crews in ACAS II	01-2000	-
	Mil. Authority Completed		
ATC01-USE04	Provide ACAS operational monitoring reports to EEC Brétigny	01-1995	01-2005
	Mil. Authority Completed		
ATC01-USE05	Include ACAS procedures in relevant flight operations manuals	07-2003	07-2004
	Mil. Authority Late TACDEN has not yet incorporated ICAO doc 8168 vol I amd 12 into the relevant flight operational manuals.		
ATC02.2	Implement ground based safety nets - Short Term Conflict Alert (STCA) - level 2 (- By: 12-2007 / Tentative)	No Plan	PE
This Te	ntative Objective is considered not yet mature and/or lacking deliverables - thus no SLoAs are shown in this LCIP, and the Progress remains "No Plan" like in prev	ious Edition of the LCI	P.
COM04	Migrate flight data exchange from X.25 to TCP/IP (From: 01-2005 By: 12-2007 / Agreed)	Under Review	PE
	Military will proceed in line with Naviair.		
FCM01	Implement enhanced tactical flow management services (From: 08-2001 By: 12-2006 / Agreed)	Not Applicable	PE
I	The ASP SLoA is taken care of by the Service Provider (Naviair) - no SLoA to be shown.		
FCM03	Implement collaborative flight planning (From: 01-2000 By: 12-2006 / Agreed)	Not Applicable	PE
I	All ASP SLoAs are taken care of by the Service Provider (Naviair) - no SLoAs to be shown	1	
HUM01	Ensure timely availability of controllers (From: 12-2000 By: 12-2007 / Agreed)	Not Applicable	PE
J	All ASP SLoAs are taken care of by the Service Provider (Naviair) - no SLoAs to be shown.		
INF01	Implement the European Aeronautical Information Services (AIS) Database (From: 04-2003 By: 12-2006 / Agreed)	No Plan	PE
INF01-MIL01	Migration of military authorities to EAD	07-2003	12-2008
	Mil. Authority No Plan Danish Military Authority has currently no concrete plans on this issue]	
INF05	Improve end-to-end integrity of aeronautical data (From: 12-2003 By: 12-2007 / Tentative)	-	PE
I	This (new) Objective is not yet mature and/or lacking deliverables - no SLoAs to be shown in this LCIP.		
NAV05	Implementation of Required Navigation Performance Area Navigation (RNP-RNAV) (From: 01-2001 By: 03-2010 / Tentative)	No Plan	PE
This Te	ntative Objective is considered not yet mature and/or lacking deliverables - thus no SLoAs are shown in this LCIP, and the Progress remains "No Plan" like in prev	ious Edition of the LCI	P.
NAV06	Rationalisation of navigation infrastructure (From: 06-2004 By: 10-2010 / Tentative)	No Plan	PE
This Te	ntative Objective is considered not yet mature and/or lacking deliverables - thus no SLoAs are shown in this LCIP, and the Progress remains "No Plan" like in prev	ious Edition of the LCI	P.
SAF01	Implement a safety management system for ATM Service Providers (- By: 07-2003 / Agreed)	Completed	PE
SAF01-ASP01	Establish or update the organisation's Safety Policy	01-2001	08-2001
	Mil. Authority Completed Danish Military Authority follows NATO requirements]	
SAF01-ASP02	Establish an action plan for implementing the Safety Policy	06-2001	12-2001
	Mil. Authority Not Applicable		

Objective Number	Objective Description	Stakeholder Progress	Class
SLoA Nr.	SLoA Description	Start	Finish
	Local Scope SLoA Prog. LA Nr. LA Description	Related Plan	LA Date
SAF01-ASP03	Implement the policy principles	01-2002	07-2003
	Mil. Authority Not Applicable		
SRC02	Implement ESARR 2 on reporting and analysis of safety occurrences in ATM (- By: 01-2002 / Agreed)	Completed	PE
	All SLoAs are "Not Applicable", and therefore not shown in this LCIP, except SRC02-REG01.		
SRC02-ASP03	Implement ESARR 2 requirements for ATM specific occurrences (Phase 3)	11-1999	01-2002
	Mil. Authority Not Applicable		
SRC02-REG01	Identify and establish national institutional arrangements to implement ESARR 2	11-1999	11-2000
	Mil. Authority Completed 1 Danish Military Authority follows NATO requirements.]	
	2 Reporting on safety occurrences involving civil and military parties follows the requirements laid down in Regulations for Civil Aviation (BL 8-10)		
SRC03	Implement ESARR 3 on the use of safety management systems by ATM Service Providers (- By: 07-2003 / Agreed)	Completed	PE
	All SLoAs are "Not Applicable", and therefore not shown in this LCIP, except SRC03-ASP01.		
SRC03-ASP01	Implement ESARR 3 requirements	07-2000	07-2003
	Mil. AuthorityCompletedThe Danish Military Authority has equivalent requirements to those in ESARRs.]	
SRC04	Implement ESARR 4 on risk assessment and mitigation in ATM (- By: 04-2004 / Agreed)	Completed	PE
	All SLoAs are "Not Applicable", and therefore not shown in this LCIP, except SRC04-ASP01.		
SRC04-ASP01	Implement ESARR 4 requirements	04-2001	04-2004
	Mil. Authority Completed The Danish Military Authority has equivalent requirements to those in ESARRs.]	
SRC05.1	Implement ESARR 5 on ATM services' personnel (- By: 11-2003 / Agreed)	Completed	PE
	All SLoAs are "Not Applicable", and therefore not shown in this LCIP, except SRC05.1-ASP01.		
SRC05.1-ASP01	Implement Sections 5.1.2 and 5.2.2 of ESARR 5, Edition 2.0 to be applied by providers of air traffic services	11-2000	11-2003
	Mil. Authority Completed The Danish Military Authority has equivalent requirements to those in ESARRs.]	
SRC05.2	Implement ESARR 5 on ATM services' personnel (engineering and technical personnel) (- By: 04-2005 / Agreed)	Completed	PE
, ,	All SLoAs are "Not Applicable", and therefore not shown in this LCIP, except SRC05.2-ASP01.		
SRC05.2-ASP01	Implement section 5.3.2. of ESARR 5, Edition 2.0 to be applied by operating organisations	04-2002	04-2005
	Mil. Authority Completed The Danish Military Authority has equivalent requirements to those in ESARRs.]	
SRC06	Implementation of ESARR 6 on Software in ATM Systems (- By: 11-2006 / Agreed)	Under Review	PE
<u>)</u>	All SLoAs are "Not Applicable", and therefore not shown in this LCIP. ASP01 is currently Under Review	•	
SRC06-ASP01	Implement ESARR 6 requirements.	11-2003	11-2006
	Mil. Authority Under Review		
	Multi-National		
AOM11	Extend the application of Flexible Use of Airspace (FUA) principles to the lower airspace (From: 02-2003 - / Agreed)	Completed	MN
	All SLoAs are "Completed", so not to be shown in the Detailed Objectives Description.		

SLOA Nr. AOM16 COM02 COM03 COM06	Expar Impleme Migrate to ATS-Qs	laborative civil-military nsion of the use of 8.3 ent 8.33 kHz channel s This (new) Objective is n	SLoA Description LA Nr. LA Description ry airspace planning with neighbours (From: 10-2004 - / Agreed) In line with Naviair statements. No SLoAs are shown. 33 kHz VHF frequency channels (- By: 10-2002 / Achieved) spacing above FL-195 (From: 10-2006 By: 07-2008 / Tentative) not yet mature and/or lacking deliverables - no SLoAs to be shown in this LCIP. or ground telephone applications (From: 01-2003 By: 12-2008 / Agreed)	Start Related Plan Planned Completed -	Finish LA Date MN MN MN
COM02 COM03	Extend coll Expar Impleme Migrate to ATS-Qs	laborative civil-military nsion of the use of 8.3 ent 8.33 kHz channel s This (new) Objective is no	ry airspace planning with neighbours (From: 10-2004 - / Agreed) In line with Naviair statements. No SLoAs are shown. 33 kHz VHF frequency channels (- By: 10-2002 / Achieved) spacing above FL-195 (From: 10-2006 By: 07-2008 / Tentative) not yet mature and/or lacking deliverables - no SLoAs to be shown in this LCIP.	Planned Completed	MN
COM02 COM03	Expar Impleme Migrate to ATS-Qs	nsion of the use of 8.3 ent 8.33 kHz channel s This (new) Objective is n	In line with Naviair statements. No SLoAs are shown. 33 kHz VHF frequency channels (- By: 10-2002 / Achieved) spacing above FL-195 (From: 10-2006 By: 07-2008 / Tentative) not yet mature and/or lacking deliverables - no SLoAs to be shown in this LCIP.	Completed -	MN
COM03	Impleme Migrate to ATS-Qs	nsion of the use of 8.3 ent 8.33 kHz channel s This (new) Objective is n	33 kHz VHF frequency channels (- By: 10-2002 / Achieved) spacing above FL-195 (From: 10-2006 By: 07-2008 / Tentative) not yet mature and/or lacking deliverables - no SLoAs to be shown in this LCIP.		
COM03	Impleme Migrate to ATS-Qs	ent 8.33 kHz channel s This (new) Objective is n	spacing above FL-195 (From: 10-2006 By: 07-2008 / Tentative) not yet mature and/or lacking deliverables - no SLoAs to be shown in this LCIP.		
	Migrate to ATS-Qs	This (new) Objective is ne	not yet mature and/or lacking deliverables - no SLoAs to be shown in this LCIP.	•	MN
COM06	-				
COM06	-	sig digital signalling fo	or ground telephone applications (From: 01-2003 By: 12-2008 / Agreed)		
	TACDEN v			Planned	MN
		will modernize ATS system	ns at military air bases which includes ATS Qsig. It is planned to be operational early 2006.		
COM06-ASP01		Develop busin	ness and safety cases for the migration to ATS-Qsig	01-2003	12-2007
	Mil. Authority	Planned	TACDEN will modernize ATS systems at military air bases which includes ATS Qsig. It is planned to be operational early 2006.		
COM06-ASP02		P	Provide VCSs which support ATS-Qsig	01-2003	12-2008
	Mil. Authority	Planned	Part of the modernisation project mentioned above.		
COM06-ASP03	Train	ATS Technical staff on the	e ATS-Qsig signalling Standard and the new VCS system as required.	01-2003	12-2008
	Mil. Authority	Planned	Part of the modernisation project mentioned above.		
COM06-ASP04		Get auth	horization from national regulator as required.	01-2003	12-2008
	Mil. Authority	Not Applicable	Same as Naviair		
NAV08 E	Enable Implementation of a	approach procedures	with vertical guidance using SBAS (ICAO APV I&II) (From: 01-2006 - / Tentative)	No Plan	MN
This Tentativ	ve Objective is considered not ye	et mature and/or lacking de	leliverables - thus no SLoAs are shown in this LCIP, and the Progress remains "No Plan" like in previo	ous Edition of the LCIF	2.
			Harmonisation		
AOM12	E	xtend FUA with dvnam	nic airspace management (From: 10-2004 - / Tentative)	No Plan	Н
This Tentativ			leliverables - thus no SLoAs are shown in this LCIP, and the Progress remains "No Plan" like in previo	ous Edition of the LCIF	2.
AOM13	Harmonise Oper	rational Air Traffic (OA	AT) and General Air Traffic (GAT) handling (- By: 01-2007 / Tentative)	No Plan	Н
This Tentativ	ve Objective is considered not ye	et mature and/or lacking de	leliverables - thus no SLoAs are shown in this LCIP, and the Progress remains "No Plan" like in previo	ous Edition of the LCIF	<i>.</i>
AOP01	Implement Airsid	e capacity enhanceme	ent guidelines and Implementation manual (From: 01-2002 - / Agreed)	Not Applicable	Н
AOP01-USE01	Familiarise	aircrew in the application c	of Airside capacity enhancement guidelines and the implementation manual	11-2002	-
	Mil. Authority	Not Applicable	Not needed at Military Airports.		
ATC02.1	Implement ground ba	sed safety nets - Shor	rt Term Conflict Alert (STCA) - level 1 (From: 12-1998 By: 12-2005 / Agreed)	Not Applicable	н
		The ASP SLoAs is	s taken care of by the Service Provider (Naviair) - no SLoAs to be shown.		
ATC02.3	Implement	ground based safety r	nets - Area Proximity Warning (APW) (From: 12-1998 - / Agreed)	Not Applicable	Н
		The ASP SLoAs is	s taken care of by the Service Provider (Naviair) - no SLoAs to be shown.		

Objective Number	Objective Description	Stakeholder Progress	Class
SLoA Nr.	SLoA Description	Start	Finish
	Local Scope SLoA Prog. LA Nr. LA Description	Related Plan	LA Date
ATC02.4	Implement ground based safety nets - Minim Safe Altitude Warning (MSAW) (From: 12-1998 - / Agreed)	Not Applicable	Н
	The ASP SLoAs is taken care of by the Service Provider (Naviair) - no SLoAs to be shown.		
ATC03	Implement automated ground-ground coordination (From: 12-1998 - / Agreed)	Completed	Н
ATC03-ASP02	Implement communication support for flight data exchange	01-1995	-
	Mil. Authority Completed As this SLoA does not imply SYSCO Level 1, it can be considered as Completed,		
ATC03-ASP03	Implement co-ordination support between civil and military units	12-1995	-
	Mil. Authority Completed All flight plans are sent to the military.		
COM05	Migrate from AFTN/CIDIN to AMHS for international communications (From: 01-2002 By: 12-2007 / Agreed)	No Plan	н
	For the Military, no plans exist for the moment.		
COM05-ASP01	Implement AMHS capability and gateway facilities to AFTN	01-2002	12-2007
	Mil. Authority No Plan		
DPS01	Implement Flight Data Processing (FDP) core functionality (/ Agreed)	Not Applicable	Н
	Mil. Authority has no ATM Service Provision role, so the ASP SLoA is "Not Applicable" and not detailed in the Detailed Objectives De-	scription.	
HUM02	Implement harmonised selection, recruitment, training and development of ATM staff (From: 12-2000 By: 12-2007 / Agre	ed) Not Applicable	н
	Mil. Authority has no ATM Service Provision role, so the ASP SLoAs are Not Applicable" and not detailed in the Detailed Objectives De	escription.	
HUM03	Fully integrate human factors into the lifecycle of ATM systems (From: 01-2000 By: 12-2007 / Agreed)	Not Applicable	Н
	Mil. Authority has no ATM Service Provision role, so the ASP SLoAs are Not Applicable and not detailed in the Detailed Objectives De	escription.	
HUM04	Implement the European Air Traffic Controller licensing scheme (From: 10-2000 By: 11-2003 / Agreed)	Not Applicable	н
	All ASP and REG SLoAs are taken care of by the Service Provider (Naviair) and the Regulator (SLV) - no SLoAs to be shown		
INF02	Implement ISO 9001:2000 in AIS (From: 06-1999 By: 12-2003 / Agreed)	No Plan	н
INF02-MIL01	Reference and/or implement SDP in States military procedures	01-2002	12-2003
	Mil. Authority No Plan Note that, for AIS, the Danish Military Authority does not play a similar or equivaler that of civil ANSPs, so Progress is put as "No Plan".	nt role to	
INF02-MIL02	Implement QMS in military AIS operations	06-2000	12-2003
	Mil. Authority No Plan As above		
INF03	Implement improved aeronautical information (From: 06-2000 By: 12-2005 / Agreed)	No Plan	н
INF03-ASP03	Implement data content guidelines	09-2003	12-2004
	Mil. Authority No Plan		
INF03-ASP05	Assess AIS against the performance criteria for AIS service levels	03-2002	-
	Mil. Authority No Plan		
INF03-MIL01	Adhere to AIRAC rules and guidance material	06-2000	-

Objective Number			Objective D	escription	Stakeholder Progress	Class
SLoA Nr.			SLoA Des	scription	Start	Finish
	Local Scope	SLoA Prog.	LA Nr.	LA Description	Related Plan	LA Date
	Mil. Authority	Not Applicable	INF03-MIL01 ICAO Annex	1 is found to be irrelevant in the LCIP context, as this is already covered in the 15.		
INF03-MIL02			Implement and p	rovide the eAIP	12-2002	12-2005
	Mil. Authority	No Plan				
INF04		Implement integ	rated briefing (Fro	om: 07-2002 By: 12-2005 / Agreed)	No Plan	н
INF04-ASP01		Impl	ement and provide int	tegrated briefing function	07-2002	12-2005
	Mil. Authority	No Plan			.	
NAV03	Implementation of Precisio			n interim step towards Required Navigational Performance Area 01-2001 By: 03-2005 / Agreed)	No Plan	Н
		No SLoAs a	re shown in the LCIP,	except ASP06, which is considered "Completed"		
NAV03-ASP06	Publish	in AIPs all co-ordinate da	ata in WGS-84 meetir	ng the quality requirements set out in ICAO Annex 15	01-2001	01-2005
	Mil. Authority	Completed	This can nov	v be considered as Complete.		
NAV03-REG02		E	Ensure quality of public	shed Navigation Data	01-2001	01-2005
	Mil. Authority	No Plan				
NAV07				ME/DME and/or Basic GNSS, and RNAV Approach Procedures with Baro VNAV (From: 01-2005 - / Tentative)	No Plan	Н
	This Tentative Objection	/e is considered not yet n	nature and/or lacking	deliverables - thus no SLoAs are shown in this LCIP, and the Progress is "No Plar)".	
NAV09	Enable GBAS Cat.1 based pr	ecision approach se	rvice as a first ste 01-2006 - /	p towards a system providing Category II and III capability (From:	No Plan	Н
	This Tentative Objection	ve is considered not yet n	nature and/or lacking	deliverables - thus no SLoAs are shown in this LCIP, and the Progress is "No Plan	o".	
SUR05	Implement ground-based su	rveillance in continer	ntal airspace and a (From: 06-2005	airports via Automatic Dependent Surveillance Broadcast (ADS-B) 5 - / Tentative)	No Plan	Н
This T	entative Objective is considered not	vet mature and/or lacking	deliverables - thus no	o SLoAs are shown in this LCIP, and the Progress remains "No Plan" like in previo	us Edition of the LCI	Ρ.
SUR06	Implement Automatic Depen			provide and/or improve surveillance in low air traffic density/non m: 01-2004 - / Tentative)	No Plan	Н
This T	entative Objective is considered not	/et mature and/or lacking	deliverables - thus no	SLOAs are shown in this LCIP, and the Progress remains "No Plan" like in previo	us Edition of the LCI	Ρ.

Local Convergence and Implementation Plan for Denmark

Objective Number			0	bjective Description	Stakeholder Progress	Class
SLoA Nr.				SLoA Description	Start	Finish
	Local Scope	SLoA Prog.	LA Nr.	LA Description	Related Plan	LA Date

			Pan European		
AOP03	Improve r	unway safety by prev	venting runway incursions (From: 04-2003 By: 12-2008 / Agreed)	Planned	PE
AOP03-APO01	Implement recommendations	contained in the Europea	an Action plan for the prevention of runway incursions in accordance with the explanatory notes	04-2003	12-2008
	Danish Airports	Planned	The European Action Plan for the Prevention of Runway Incursions (EAPRI) has been studied by Danish Airports. For each controlled Airport, a Safety Team has been established (if not already existing) to further study the implementation of these actions. Most of the actions proposed in the Action Plan are found already to be implemented in the Danish Airports. For the remaining ones, proper actions will be taken for the relevant issues.		

	Harmonisation		
AOP01	Implement Airside capacity enhancement guidelines and Implementation manual (From: 01-2002 - / Agreed)	Planned	Н
AOP01-APO01	Apply Airside capacity enhancement guidelines and implementation manual	04-2002	-
	COPENHAGEN Airport KASTRUP Planned 1 The EUROCONTROL "Guidelines on Runway Capacity Enhancement" have been studied and appropriate enhancement issues have been identified for possible implementation.		
	2 The Runway Capacity Enhancement issue is discussed at regular capacity meetings with the Air Navigation Service Provider (Naviair).		
AOP01-APO02	Measure ROTs and Pilot reaction times indicators	11-2002	-
	COPENHAGEN Airport KASTRUP Planned The EUROCONTROL "Guidelines on Runway Capacity Enhancement", Section 2, "Runway Occupancy Time (ROT)", is being studied to identify possible practice(s) to be implemented.		
AOP02	Implement use of a methodology for Airport Airside Capacity Analysis (eg CAMACA) (From: 02-2003 - / Agreed)	Completed	Н
AOP02-APO01	Introduce the use of an analysis methodology tool	12-2002	-
	COPENHAGEN Airport KASTRUP Completed CAMACA is now in use at Kastrup Airport		
AOP02-APO02	Analyse capacity to establish the declared capacity for operations and strategic planning	02-2003	-
	COPENHAGEN Airport KASTRUP Completed Same as above		
AOP04	Implement Advanced Surface Movement Guidance and Control System (A-SMGCS) Level I (From: 01-2007 - / Tentative)	Completed	Н
	A-SMGCS is operational since December 2004 at Kastrup. Therefore, although the Objective is Tentative, DK considers the Objective "Completed".		
AOP05	Implement airport Collaborative Decision Making (CDM) (From: 01-2004 By: 01-2008 / Agreed)	No Plan	Н
	There is no information available on the progress of this Objective. No SLoAs to be shown.		
ATC03	Implement automated ground-ground coordination (From: 12-1998 - / Agreed)	Completed	Н
	Provision of automatic co-ordination with the Airport System for ground movement handling and arrival/departure times is implemented. No SLoAs to be su	hown.	
ENV01	Implement Basic Continuous Descent Approach (BCDA) procedures (From: 04-2004 By: 01-2008 / Tentative)	No Plan	Н
This Te	entative Objective is considered not yet mature and/or lacking deliverables - thus no SLoAs are shown in this LCIP, and the Progress remains "No Plan" like in previo	ous Edition of the LCIP.	
ENV02	Implement Collaborative Environmental Management (CEM) at Airports (From: 09-2004 By: 01-2008 / Tentative)	No Plan	Н
This Ta	entative Objective is considered not yet mature and/or lacking deliverables - thus no SLoAs are shown in this LCIP, and the Progress remains "No Plan" like in previo	ous Edition of the LCIP.	

Objective Number				Objective Description	Stakeholder Progress	Class
SLoA Nr.				SLoA Description	Start	Finish
	Local Scope	SLoA Prog.	LA Nr.	LA Description	Related Plan	LA Date
NAV09	Enable GBAS Cat.1 based p	recision approach se	ervice as	a first step towards a system providing Category II and III capability (From:	No Plan	н
	-		0	1-2006 - / Tentative)		

This Tentative Objective is considered not yet mature and/or lacking deliverables - thus no SLoAs are shown in this LCIP, and the Progress is "No Plan".





Convergence and Implementation



Detailed Planning Information (per Objective)

DENMARK



Years 2005-2009

Objective Ref.			Objective Description		Clas
			State	Overall	l Progress
			Stakeholder	Stakeholo	der Progre
SLoA Nr.			SLoA Description	Start Date	Finish
	Local Scope	5	Nr. LA Description	Related Plan	LA Da
AOM06		Implement	Flexible Use of Airspace (FUA) Concept (/ Achieved)		PE
			DK - Denmark	Com	npleted
oth Phase 1 and Pha	ase 2 of the FUA Concept have beer	n implemented, thereby introc	ducing the agreed Minimum Requirements, essential organisational structures and procedures of the	concept.	
his Objective, which	is now considered 'Achieved' in the	ECIP 2005-2009, is also con	sidered fully Completed in DK, thus no SLoAs are shown in this LCIP.		
AOM07	In	nplement collaborative o	civil-military airspace planning at national level(- By: 09-2004 / Agreed)		PE
			DK - Denmark	Pla	anned
pplication of commo	n procedures and guidelines related	to Civil-Military airspace plan	nning has been in use in Denmark for several years. Since previous LCIP, the 3 supporting document	ts have been studie	ed and thus
ew procedures, in lin	ne with the EUROCONTROL materia	I, will enter in force in March			
			ASP	Pla	anned
AOM07-ASP01		Apply	common procedures and guidelines	-	09-2004
	Naviair	Planned	Application of common procedures and guidelines related to Civil-Military airspace planning has been in use in Denmark for several years. Since previous LCIP, the 3 supporting documents have been studied and thus new procedures, in line with the EUROCONTROL material, will enter in force in March 2005.		03-20
			MIL	Pla	anned
AOM07-ASP01			common procedures and guidelines	-	09-2004
L	Mil. Authority	Planned	Application of common procedures and guidelines related to Civil-Military airspace planning has been in use in Denmark for several years. Since previous LCIP, the 3 supporting documents have been studied and thus new procedures, in line with the EUROCONTROL material, will enter in force in March 2005.		03-20
AOM07-REG01		Assess/verify the ap	pplicability of common procedures and guidelines	-	09-2004
Γ	Mil. Authority	Planned	As above ASP01.		03-20
			REG	Pla	anned
AOM07-REG01		Assess/verify the ap	oplicability of common procedures and guidelines	-	09-2004
	SLV	Planned	Application of common procedures and guidelines related to Civil-Military airspace planning has been in use in Denmark for several years. Since previous LCIP, the 3 supporting documents have been studied and thus new procedures, in line with the EUROCONTROL material, will enter in force in March 2005.		03-20
AOM09	Implement re-organisation	of ECAC airspace to er	nsure the application of a common ICAO ATS classification above a common agree Achieved)	d level (- - /	PI

Exercise	:	2005-2009

Objective Ref.			Objective Description		Class
			State	Overa	II Progress
			Stakeholder	Stakeho	older Progress
SLoA Nr.			SLoA Description	Start	Finish
	Local Scope	SLoA Progress	LA Nr. LA Description	Related Plan	LA Date
			ASP	Co	ompleted
AOM09-ASP01			Train ATC staff in new procedures	-	11-2003
	Naviair	Completed]	
AOM09-ASP02		A	Adapt ground systems as necessary	-	11-2003
	Naviair	Not Applicable	Not deemed necessary]	
AOM09-ASP03		Adapt na	ational airspace organisation as necessary	-	11-2003
	Naviair	Not Applicable	Not deemed necessary]	
			MIL	Co	ompleted
AOM09-ASP01			Train ATC staff in new procedures	-	11-2003
	Mil. Authority	Not Applicable	This issue is taken care of by the Service Provider (Naviair), including training of military ATC Staff		
AOM09-ASP02		A	Adapt ground systems as necessary	-	11-2003
	Mil. Authority	Not Applicable	This issue is taken care of by the Service Provider (Naviair)]	
AOM09-ASP03		Adapt na	ational airspace organisation as necessary	-	11-2003
	Mil. Authority	Completed	Airspace classification C implemented above FL 195.]	
AOM09-REG02		Re	evise national legislation as required	-	11-2003
	Mil. Authority	Not Applicable	This issue is taken care of by the Civil Regulatory Authority (SLV)]	
AOM09-USE01		Train crev	ws and adapt airborne systems, as required	-	11-2003
	Mil. Authority	Completed			
			REG	Co	ompleted
he SLoA is completed,	and not shown in the Detailed	Objectives Description.			
AOM10		Implement ATS Ro	oute Network (ARN) - Version 5 (From: 06-2004 By: 12-2006 / Agreed)		PE
			DK - Denmark	P	lanned
he Overall State Progre	ess has now changed to "Planr	ned". Denmark is awaiting the	e outcome of the SLoA AGY01, foreseen for 06/2005, and will then implement its outcome.		
			ASP	F	Planned
AOM10-ASP01		Imple	ement national route structure changes	10-2004	12-2006
	Naviair	Planned	Naviair is awaiting the outcome of the SLoA AGY01, foreseen for 06/2005, and will then implement its outcome.		
AOM10-ASP02		Ensure Co	mpatibility of en-route and Terminal Airspace	10-2003	06-2005
	Naviair	Planned	Note that the 'Finish' date of the ASP02 SLoA (06-2005) should be updated in line with the overall 12-2006 Finish dates. Naviair will perform the necessary actions once the AGY01		

Objective Ref.			Objective Description State		
_	_	_	State		II Progress Ider Progres
SLoA Nr.			SLOA Description	Start	Finish
	Local Scope	SLoA Progress LA N		Related Plan	LA Dat
			MIL	Р	lanned
AOM10-ASP01		Impleme	ent national route structure changes	10-2004	12-2006
	Mil. Authority	Not Applicable	Note that Danish Military Authority has no Service Provision role, and so this issue is taken care of by the Service Provider (Naviair).		
AOM10-USE01			Adapt flight planning	10-2004	12-2006
	Mil. Authority	Planned	In line with the actions to be implemented by Naviair.]	
AOM14 Im	plement re-organisation o	of ECAC airspace to ensure C	a uniform and simplified application of ICAO ATS classes above a common agree lass N environment (- By: 04-2006 / Tentative)	eed level, below t	he PE
in Tantativa Obiantiva	is considered not not not mature of		DK - Denmark		o Plan
	e is considered not yet mature a	riu/or lacking deliverables - thus	no SLoAs are shown in this LCIP, and the Progress remains "No Plan" like in previous Edition of ASP	· · ·	lo Plan
is Tentative Objective	e is considered not yet mature a	nd/or lacking deliverables - thus	no SLoAs are shown in this LCIP, and the Progress remains "No Plan" like in previous Edition of		
	· · · · · · · · · · · · · · · · · · ·		MIL	N	lo Plan
is Tentative Objective	e is considered not yet mature a	nd/or lacking deliverables - thus	no SLoAs are shown in this LCIP, and the Progress remains "No Plan" like in previous Edition of	the LCIP.	
			REG		lo Plan
nis Tentative Objective	e is considered not yet mature a	nd/or lacking deliverables - thus	no SLoAs are shown in this LCIP, and the Progress remains "No Plan" like in previous Edition of	the LCIP.	
AOM15 In	nplement re-organisation	of ECAC airspace to ensure	a uniform and simplified application of ICAO ATS classification below Class K a 2006 / Tentative)	airspace(- By: 1	1- PE
			DK - Denmark	N	o Plan
is Tentative Objective	e is considered not yet mature a	nd/or lacking deliverables - thus	no SLoAs are shown in this LCIP, and the Progress remains "No Plan" like in previous Edition of	the LCIP.	
			ASP		o Plan
is rentative Objective	e is considered not yet mature a	na/or lacking deliverables - thus	no SLoAs are shown in this LCIP, and the Progress remains "No Plan" like in previous Edition of		
is Tentative Objective	s is considered not vet mature a	nd/or lacking deliverables - thus	MIL no SLoAs are shown in this LCIP, and the Progress remains "No Plan" like in previous Edition of		lo Plan
	is considered not yet mature a	na or lacking deliverables - thus	REG		o Plan
is Tentative Objective	e is considered not vet mature a	nd/or lacking deliverables - thus	no SLoAs are shown in this LCIP, and the Progress remains "No Plan" like in previous Edition of		
AOM17	I	mplement collaborative civi	il-military airspace planning at European level(- By: 12-2007 / Tentative)		PE
			DK - Denmark		-

DK - Denmark

This (new) Tentative Objective is considered not yet mature and/or lacking deliverables - thus no SLoAs are shown in this LCIP. Yet the Progress remains empty, as SLV is investigating the need to revise national legislation in line with available AGY deliverables.

Objective Ref.			Objective Description		
			State	Overa	II Progress
			Stakeholder	Stakeho	Ider Progres
SLoA Nr.			SLoA Description	Start	Finish
	Local Scope	SLoA Progress	LA Nr. LA Description	Related Plan	LA Dat
			ASP		-
	e Objective is considered not yet ma ith available AGY deliverables.	ture and/or lacking deliveral	bles - thus no SLoAs are shown in this LCIP. Yet the Progress remains empty, as SLV is investigating t	the need to revise r	national
			MIL		-
	e Objective is considered not yet ma ith available AGY deliverables.	ture and/or lacking deliveral	bles - thus no SLoAs are shown in this LCIP. Yet the Progress remains empty, as SLV is investigating t	the need to revise r	national
			REG		-
islation in line w	e Objective is considered not yet ma ith available AGY deliverables.		bles - thus no SLoAs are shown in this LCIP. Yet the Progress remains empty, as SLV is investigating t	the need to revise r	
AOP03		Improve runway safe	ety by preventing runway incursions (From: 04-2003 By: 12-2008 / Agreed)		PE
			DK - Denmark	PI	lanned
e European Acti	on Plan for the Prevention of Runway	/ Incursions (EAPRI) has be	een studied by SLV, Naviair and the Danish Airports. For each controlled Airport, a Safety Team has be	en established (if n	ot already
ost of the actions nese actions will t	study the implementation of these ac proposed in the Action Plan are four be monitored by SLV as part of the re ce is made to STANAGs.	tions. nd already to be implemente	ed in the Danish Airports. For the remaining ones, proper actions will be taken for the relevant issues.		
ost of the actions nese actions will t	proposed in the Action Plan are four be monitored by SLV as part of the re	tions. nd already to be implemente	ed in the Danish Airports. For the remaining ones, proper actions will be taken for the relevant issues.		lanned
ost of the actions nese actions will t	proposed in the Action Plan are four be monitored by SLV as part of the re ce is made to STANAGs.	tions. nd already to be implemente egular inspection/audit visits	ed in the Danish Airports. For the remaining ones, proper actions will be taken for the relevant issues. s to the airports. APO		
ost of the actions ese actions will t r military referen	proposed in the Action Plan are four be monitored by SLV as part of the re ce is made to STANAGs.	tions. nd already to be implemente egular inspection/audit visits	ed in the Danish Airports. For the remaining ones, proper actions will be taken for the relevant issues. s to the airports.	P	lanned
ost of the actions lese actions will t r military referen	proposed in the Action Plan are four be monitored by SLV as part of the re ce is made to STANAGs. Implement recommendations co	tions. Ind already to be implemente agular inspection/audit visits ontained in the European	APO Action plan for the prevention of runway incursions in accordance with the explanatory notes The European Action Plan for the Prevention of Runway Incursions (EAPRI) has been studied by Danish Airports. For each controlled Airport, a Safety Team has been established (if not already existing) to further study the implementation of these actions. Most of the actions proposed in the Action Plan are found already to be implemented in the Danish	P 04-2003	lanned
ost of the actions bese actions will b or military referen	proposed in the Action Plan are four be monitored by SLV as part of the re- ce is made to STANAGs. Implement recommendations co Danish Airports	tions. Ind already to be implemente agular inspection/audit visits ontained in the European Planned	APO Action plan for the prevention of runway incursions in accordance with the explanatory notes The European Action Plan for the Prevention of Runway Incursions (EAPRI) has been studied by Danish Airports. For each controlled Airport, a Safety Team has been established (if not already existing) to further study the implementation of these actions. Most of the actions proposed in the Action Plan are found already to be implemented in the Danish Airports. For the remaining ones, proper actions will be taken for the relevant issues.	P 04-2003	lanned 12-2008
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ost of the actions lese actions will t r military referen AOP03-AP001	proposed in the Action Plan are four be monitored by SLV as part of the re- ce is made to STANAGS. Implement recommendations co Danish Airports Implement recommendations co Naviair are based on STANAGS. There are a Implement recommendations co Mil. Authority Implement recommendations co Mil. Authority	tions. Ind already to be implemented agular inspection/audit visits ontained in the European Planned Planned Ino additional plans. ontained in the European No Plan Ontained in the European No Plan	APO Action plan for the prevention of runway incursions in accordance with the explanatory notes ASP Action plan for the prevention of runway incursions in accordance with the explanatory notes The European Action Plan for the Prevention of Runway Incursions (EAPRI) has been studied by Danish Airports. For each controlled Airport, a Safety Team has been established (if not already existing) to further study the implementation of these actions. Most of the actions proposed in the Action Plan are found already to be implemented in the Danish Airports. For the remaining ones, proper actions will be taken for the relevant issues. ASP Action plan for the prevention of runway incursions in accordance with the explanatory notes Naviair has implemented the majority of the recommendations. Some recommendations concerning changes to phraseology are awaiting amendment of ICAO documentation and subsequent REG deliverables. MIL Action plan for the prevention of runway incursions in accordance with the explanatory notes MIL	P 04-2003 P 04-2003 N 04-2003	lanned 12-2008 lanned 12-2008 lo Plan 12-2008

Objective Ref.			Objective Description		Class
			State	Over	all Progress
			Stakeholder	Stakeh	older Progres
SLoA Nr.			SLoA Description	Start	Finish
	Local Scope	SLoA Progress	LA Nr. LA Description	Related Plan	LA Dat
	Mil. Authority	Not Applicable	This issue is taken care of by the Civil Regulatory Authority (SLV).		
AOP03-USE01	Implement recommendations co	ntained in the Europea	n Action plan for the prevention of runway incursions in accordance with the explanatory notes	04-2003	12-2008
	Mil. Authority	No Plan	Military regulations are based on STANAGs. There are no additional plans.		
			REG		Planned
AOP03-REG01	Implement recommendations co	ntained in the Europea	In Action plan for the prevention of runway incursions in accordance with the explanatory notes	04-2003	12-2008
	SLV	Planned	All necessary actions will be monitored by SLV as part of the regular inspection/audit visits.		
		÷			
ATC01		Implement Airborne	Collision Avoidance System (ACAS) II (From: 01-2000 By: 01-2005 / Agreed)		PE
			DK - Denmark	Partia	Ily Complete
	o this Objective have been completed	l, except where it refers to	o the action related to Amendment 12 to ICAO Doc 8168 Vol 1 (foreseen for August 2005). The Overall S		
ompleted".			ASP		out as "Partially
ompleted".	o this Objective have been completed		ASP ion.	C	completed
ompleted". Djective fully 'Con	npleted' - no SLoAs shown in the Deta	ailed Objectives Descript	ASP tion. MIL	C	
ompleted". ojective fully 'Con TACDEN has n	npleted' - no SLoAs shown in the Deta	ailed Objectives Descript	ASP tion. MIL ant flight operational manuals, the Stakeholder Progress is still "Partially Completed"	C	Completed
mpleted". njective fully 'Con TACDEN has n	npleted' - no SLoAs shown in the Deta ot yet incorporated ICAO doc 8168 vc	ailed Objectives Descript	ASP tion. MIL ant flight operational manuals, the Stakeholder Progress is still "Partially Completed" Train controllers in ACAS II	C	completed
nmpleted". njective fully 'Con TACDEN has no <mark>ATC01-ASP01</mark>	npleted' - no SLoAs shown in the Deta	ailed Objectives Descript of I amd 12 into the releva Completed	ASP tion. MIL ant flight operational manuals, the Stakeholder Progress is still "Partially Completed" Train controllers in ACAS II Training has been given to military ATCOs working in COPENHAGEN ACC	C	Completed
ompleted". ojective fully 'Con TACDEN has no ATC01-ASP01	npleted' - no SLoAs shown in the Deta ot yet incorporated ICAO doc 8168 vc	ailed Objectives Descript of I amd 12 into the releva Completed	ASP tion. MIL ant flight operational manuals, the Stakeholder Progress is still "Partially Completed" Train controllers in ACAS II Training has been given to military ATCOs working in COPENHAGEN ACC Establish ACAS II performance monitoring	C Partia 01-2000	completed Illy Complete
ompleted". ojective fully 'Con : TACDEN has n ATC01-ASP01 ATC01-ASP02	npleted' - no SLoAs shown in the Deta ot yet incorporated ICAO doc 8168 vc Mil. Authority	ailed Objectives Descript I I amd 12 into the releva Completed	ASP tion. MIL ant flight operational manuals, the Stakeholder Progress is still "Partially Completed" Train controllers in ACAS II Training has been given to military ATCOs working in COPENHAGEN ACC	C Partia 01-2000	completed Illy Complete
ompleted". ojective fully 'Con S TACDEN has no ATC01-ASP01 ATC01-ASP02	npleted' - no SLoAs shown in the Deta ot yet incorporated ICAO doc 8168 vc Mil. Authority	ailed Objectives Descript I I amd 12 into the releva Completed	ASP tion. MIL ant flight operational manuals, the Stakeholder Progress is still "Partially Completed" Train controllers in ACAS II Training has been given to military ATCOs working in COPENHAGEN ACC Establish ACAS II performance monitoring Applied by military ATCOs working in COPENHAGEN ACC	01-1995	Completed
ompleted". ojective fully 'Con S TACDEN has no ATC01-ASP01 ATC01-ASP02	npleted' - no SLoAs shown in the Deta ot yet incorporated ICAO doc 8168 vo Mil. Authority Mil. Authority Mil. Authority	ailed Objectives Descript of I amd 12 into the releva Completed Completed Not Applicable	ASP tion. MIL ant flight operational manuals, the Stakeholder Progress is still "Partially Completed" Train controllers in ACAS II Training has been given to military ATCOs working in COPENHAGEN ACC Establish ACAS II performance monitoring Applied by military ATCOs working in COPENHAGEN ACC Amend ATC training documentation	01-1995	Completed Illy Completed - 01-2000
ompleted". Dijective fully 'Con TACDEN has no ATC01-ASP01 ATC01-ASP02 ATC01-ASP03	npleted' - no SLoAs shown in the Deta ot yet incorporated ICAO doc 8168 vo Mil. Authority Mil. Authority Mil. Authority	ailed Objectives Descript of I amd 12 into the releva Completed Completed Not Applicable	ASP tion. MIL ant flight operational manuals, the Stakeholder Progress is still "Partially Completed" Train controllers in ACAS II Training has been given to military ATCOs working in COPENHAGEN ACC Establish ACAS II performance monitoring Applied by military ATCOs working in COPENHAGEN ACC Amend ATC training documentation This issue is taken care of by Naviair.	01-1995	Completed Illy Completed - 01-2000 07-2004
ATC01-ASP03 ATC01-ASP03 ATC01-ASP03 ATC01-ASP03 ATC01-MIL01	npleted' - no SLoAs shown in the Deta ot yet incorporated ICAO doc 8168 vo Mil. Authority Mil. Authority Mil. Authority Mil. Authority Mil. Authority	ailed Objectives Descript of I amd 12 into the relevance Completed Completed Not Applicable Completed	ASP tion. MIL ant flight operational manuals, the Stakeholder Progress is still "Partially Completed" Train controllers in ACAS II Training has been given to military ATCOs working in COPENHAGEN ACC Establish ACAS II performance monitoring Applied by military ATCOs working in COPENHAGEN ACC Amend ATC training documentation This issue is taken care of by Naviair. Install ACAS II in transport-type aircraft	01-1995	Completed Illy Completed - 01-2000 07-2004
ompleted". ojective fully 'Con TACDEN has no ATC01-ASP01 ATC01-ASP02 ATC01-ASP03	npleted' - no SLoAs shown in the Deta ot yet incorporated ICAO doc 8168 vo Mil. Authority Mil. Authority Mil. Authority Mil. Authority Mil. Authority	ailed Objectives Descript of I amd 12 into the relevance Completed Completed Not Applicable Completed	ASP tion. MIL ant flight operational manuals, the Stakeholder Progress is still "Partially Completed" Train controllers in ACAS II Training has been given to military ATCOs working in COPENHAGEN ACC Establish ACAS II performance monitoring Applied by military ATCOs working in COPENHAGEN ACC Amend ATC training documentation This issue is taken care of by Naviair. Install ACAS II in transport-type aircraft All applicable aircraft ACAS II now equipped, action completed	C Partia 01-2000 01-1995 07-2003	completed illy Completed - 01-2000 07-2004 01-2005
ampleted". apjective fully 'Con TACDEN has no ATC01-ASP01 ATC01-ASP02 ATC01-ASP03 ATC01-MIL01 ATC01-MIL02	npleted' - no SLoAs shown in the Deta ot yet incorporated ICAO doc 8168 vo Mil. Authority Mil. Authority Mil. Authority Mil. Authority Mil. Authority Train	ailed Objectives Descript al I amd 12 into the relevation Completed Completed Not Applicable Completed aircrews of tactical air Completed	ASP tion. MIL ant flight operational manuals, the Stakeholder Progress is still "Partially Completed" Train controllers in ACAS II Training has been given to military ATCOs working in COPENHAGEN ACC Establish ACAS II performance monitoring Applied by military ATCOs working in COPENHAGEN ACC Amend ATC training documentation This issue is taken care of by Naviair. Install ACAS II in transport-type aircraft All applicable aircraft ACAS II now equipped, action completed	C Partia 01-2000 01-1995 07-2003	completed illy Complete - 01-2000 07-2004 01-2005
ampleted". apjective fully 'Con TACDEN has no ATC01-ASP01 ATC01-ASP02 ATC01-ASP03 ATC01-MIL01 ATC01-MIL02	npleted' - no SLoAs shown in the Deta ot yet incorporated ICAO doc 8168 vo Mil. Authority Mil. Authority Mil. Authority Mil. Authority Mil. Authority Train	ailed Objectives Descript al I amd 12 into the relevation Completed Completed Not Applicable Completed aircrews of tactical air Completed	ASP tion. MIL ant flight operational manuals, the Stakeholder Progress is still "Partially Completed" Train controllers in ACAS II Training has been given to military ATCOs working in COPENHAGEN ACC Establish ACAS II performance monitoring Applied by military ATCOs working in COPENHAGEN ACC Amend ATC training documentation This issue is taken care of by Naviair. Install ACAS II in transport-type aircraft All applicable aircraft ACAS II now equipped, action completed rcraft (not ACAS II equipped) on the implications of ACAS operations	C Partia 01-2000 01-1995 07-2003	Completed Illy Complete - 01-2000 07-2004 01-2005 07-2004
ATC01-ASP03 ATC01-ASP03 ATC01-MIL01 ATC01-MIL01 ATC01-MIL02 ATC01-REG01	npleted' - no SLoAs shown in the Deta ot yet incorporated ICAO doc 8168 vo Mil. Authority Mil. Authority Mil. Authority Mil. Authority Mil. Authority Train Mil. Authority	ailed Objectives Descript of I amd 12 into the relevance Completed Completed Not Applicable Completed Completed Completed Completed Est Not Applicable	ASP fion. MIL ant flight operational manuals, the Stakeholder Progress is still "Partially Completed" Train controllers in ACAS II Training has been given to military ATCOs working in COPENHAGEN ACC Establish ACAS II performance monitoring Applied by military ATCOs working in COPENHAGEN ACC Amend ATC training documentation This issue is taken care of by Naviair. Install ACAS II in transport-type aircraft All applicable aircraft ACAS II now equipped, action completed rcraft (not ACAS II equipped) on the implications of ACAS operations tablish national legal provisions for ACAS II	C Partia 01-2000 01-1995 07-2003	Completed Illy Complete - 01-2000 07-2004 01-2005 07-2004
ATC01-ASP03 ATC01-ASP03 ATC01-MIL01 ATC01-MIL01 ATC01-MIL02 ATC01-REG01	npleted' - no SLoAs shown in the Deta ot yet incorporated ICAO doc 8168 vo Mil. Authority Mil. Authority Mil. Authority Mil. Authority Mil. Authority Train Mil. Authority	ailed Objectives Descript of I amd 12 into the relevance Completed Completed Not Applicable Completed Completed Completed Completed Est Not Applicable	ASP fion. MIL ant flight operational manuals, the Stakeholder Progress is still "Partially Completed" Train controllers in ACAS II Training has been given to military ATCOs working in COPENHAGEN ACC Establish ACAS II performance monitoring Applied by military ATCOs working in COPENHAGEN ACC Amend ATC training documentation This issue is taken care of by Naviair. Install ACAS II in transport-type aircraft All applicable aircraft ACAS II now equipped, action completed rcraft (not ACAS II equipped) on the implications of ACAS operations tablish national legal provisions for ACAS II This issue is taken care of by the Civil Regulatory Authority (SLV)	C Partia 01-2000 01-1995 07-2003 - 07-2003 -	Completed illy Completed - 01-2000 07-2004 01-2005 07-2004 06-1998
bjective fully 'Con s TACDEN has n ATC01-ASP01 ATC01-ASP02 ATC01-ASP03 ATC01-MIL01	npleted' - no SLoAs shown in the Deta ot yet incorporated ICAO doc 8168 vc Mil. Authority Mil. Authority Mil. Authority Mil. Authority Mil. Authority Mil. Authority Mil. Authority Mil. Authority	ailed Objectives Descript ailed Objectives Descript I amd 12 into the releve Completed Completed Not Applicable Completed aircrews of tactical air Completed Est Not Applicable Implement char	ASP tion. MIL ant flight operational manuals, the Stakeholder Progress is still "Partially Completed" Train controllers in ACAS II Training has been given to military ATCOs working in COPENHAGEN ACC Establish ACAS II performance monitoring Applied by military ATCOs working in COPENHAGEN ACC Amend ATC training documentation This issue is taken care of by Naviair. Install ACAS II in transport-type aircraft All applicable aircraft ACAS II now equipped, action completed rcraft (not ACAS II equipped) on the implications of ACAS operations tablish national legal provisions for ACAS II This issue is taken care of by the Civil Regulatory Authority (SLV) ages to controller / pilot legal responsibilities for ACAS II	C Partia 01-2000 01-1995 07-2003 - 07-2003 -	Completed illy Complete - 01-2000 07-2004 01-2005 07-2004 06-1998

Objective Ref.			Objective Description		Class
			State	Overa	II Progress
			Stakeholder	Stakeho	Ider Progres
SLoA Nr.			SLoA Description	Start	Finish
	Local Scope	SLoA Progress	_A Nr. LA Description	Related Plan	LA Dat
ATC01-REG07		Ado	pt ICAO PANS-OPS ACAS procedures	07-2003	07-2004
	Mil. Authority	Not Applicable	This issue is taken care of by the Civil Regulatory Authority (SLV).		
ATC01-USE03			Train flight crews in ACAS II	01-2000	-
	Mil. Authority	Completed			
ATC01-USE04		Provide ACAS	operational monitoring reports to EEC Brétigny	01-1995	01-2005
	Mil. Authority	Completed			
ATC01-USE05		Include ACAS	procedures in relevant flight operations manuals	07-2003	07-2004
	Mil. Authority	Late	TACDEN has not yet incorporated ICAO doc 8168 vol I amd 12 into the relevant flight		
			operational manuals.		
			REG	Partiall	y Completed
ATC01-REG01		Establ	lish national legal provisions for ACAS II	-	06-1998
	SLV	Completed	AIC A 12/96 and further AIC A 13/97 AIC have been published		
ATC01-REG02		Adopt JAR-OPS	1 ACAS provisions into national legal procedures	-	07-1999
	SLV	Completed			
ATC01-REG03		Implement changes	s to controller / pilot legal responsibilities for ACAS II	-	06-1998
	SLV	Completed	The ICAO Doc 4444 provisions for ACAS equipped aircraft are the basis for the controller		
			related responsibility, whereas for the airborne side, operational procedures are described in the Operators Manual System		
ATC01-REG06		C	Certify ACAS II compliant equipment	-	01-2005
	SLV	Completed			
ATC01-REG07		Ado	pt ICAO PANS-OPS ACAS procedures	07-2003	07-2004
	SLV	Late	This SLoA includes Amendment 12 to ICAO Doc 8168 Vol 1, which is expected to be in JAR		08-200
			OPS 1 August 2005 at the latest. The new procedures will be adopted when they are		
			included in JAR-OPS 1.		
ATC02.2	Imp	lement ground based sa	fety nets - Short Term Conflict Alert (STCA) - level 2 (- By: 12-2007 / Tentative)		PE
		-	DK - Denmark	N	o Plan
is Tentative Objective i	s considered not vet mature :	and/or lacking deliverables - th	nus no SLoAs are shown in this LCIP, and the Progress remains "No Plan" like in previous Edition of t		
	A AGY01, foreseen 12/2005.			<u></u>	
			ASP	N	lo Plan
s Tentative Objective i	s considered not yet mature	and/or lacking deliverables - th	nus no SLoAs are shown in this LCIP, and the Progress remains "No Plan" like in previous Edition of t	he LCIP.	
			MIL	N	lo Plan

Objective Ref.			Objective Description		Class
			State	Ove	rall Progress
			Stakeholder	Stakel	holder Progress
SLoA Nr.			SLoA Description	Start	Finish
	Local Scope	SLoA Progress	LA Nr. LA Description	Related Plan	LA Date
			REG		No Plan
This Tentative Object	ctive is considered not yet mature and/	or lacking deliverables -	thus no SLoAs are shown in this LCIP, and the Progress remains "No Plan" like in previous Edition of t	he LCIP.	
COM04		Migrate flight da	ta exchange from X.25 to TCP/IP (From: 01-2005 By: 12-2007 / Agreed)		PE
		5	DK - Denmark	Un	der Review
Naviair has propose	d to the Eurocontrol COMT to form a si	ubgroup with responsibi	lity for co-ordination of migration. Naviair will follow the outcome of the proposals from such a subgroup		
Military will proceed	in line with Naviair.				
Naviair bas propose	d to the Eurocontrol COMT to form a s	ubaroup with responsibi	ASP lity for co-ordination of migration. Naviair will follow the outcome of the proposals from such a subgroup	-	nder Review
Naviali nas propose					den Derdere
Military will proceed	in line with Naviair		MIL	Un	nder Review
			REG		nder Review
No actions planned	yet - awaiting outcome of Naviair's prop	oosal to Eurocontrol.			
	· · · · · · · · · · · · · · · · · · ·				
COM07	Improve the management and	d optimise the opera	ational use of the aeronautical frequency assignments in allocated radio bands (From	: 12-2000 By: 1	12- PE
			2005 / Agreed)		Discussed
Denmark	ad common on ordination machanisma	and tools to antimize th	DK - Denmark		Planned
	ed common co-ordination mechanisms cy from the AGY SLoAs (to be provided				
			REG		Planned
COM07-REG02		Provide aeronautical i	information required to populate the initial central database	12-2002	12-2005
	SLV	Planned	As the Database System (to be provided under SLoA AGY04) that will host the data (to be provided by States) will only be finalised in 2005, this SLoA is still 'Planned'		
COM07-REG03	Implement th	e new system plannin	g functions, use common tools, and comply with the agreed procedures.	12-2002	12-2005
	SLV	Planned	As above		12 2000
	-				
FCM01	I	mplement enhanced	d tactical flow management services (From: 08-2001 By: 12-2006 / Agreed)		PE
			DK - Denmark		Planned
	d SLoAs are already Completed, some ne new DATMAS system in January 200		. Two SLoAs remain classified as "Late" - but because this is only 1 month after the 'By' date of the Obje the Progress to be kept as "Planned"	ective (being coup	oled to the
		<i>ery, Derman proposed</i>	ASP		Planned
FCM01-ASP01		Supply	y ETFMS with basic correlated position data	08-2001	12-2004
	COPENHAGEN ACC	Completed			200 .
FCM01-ASP02			TFMS with Standard Correlated Position Data	08-2001	12-2006

Ensure timely availability of controllers (From: 12-2000 By: 12-2007 / Agreed)

Exercise : 2005-2009	Exercise	:	2005-2009
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Objective Ref.			Obj	ective Description		Class
			State		Overa	II Progress
			Stakeholder		Stakeho	Ider Progress
SLoA Nr.			SLoA Descr	iption	Start	Finish
	Local Scope	SLoA Progress	LA Nr.	LA Description	Related Plan	LA Date
	COPENHAGEN ACC	Planned		bility of ARTAS with Asterix 062 output (version 7). Software has been rsion 7, yet implementation date not yet known.		
FCM01-ASP03		Receiv	e and process ATFN	I data from the CFMU	03-1995	12-2001
	COPENHAGEN ACC	Completed				
FCM01-ASP04		Inform CFMU of	flight activations and	d estimates for ATFM purposes	03-1995	12-1999
	COPENHAGEN ACC	Completed				
FCM01-ASP05		Inform CFMU of flight act	ivations and additior	nal estimate updates for ATFM purposes	03-2001	12-2006
	COPENHAGEN ACC	Not Applicable	This SLoA is no	ot needed with completion of FCM01-ASP01		
FCM01-ASP06		Inform CFML	J of re-routings insid	e FDPA for ATFM purposes	03-2001	12-2006
	COPENHAGEN ACC	Late	This will be imp	lemented with DATMAS	DATMAS	01-2007
FCM01-ASP07		Inform C	FMU of aircraft hold	ing for ATFM purposes	03-2003	12-2006
	COPENHAGEN ACC	Late	This will be imp	emented with DATMAS	DATMAS	01-2007
FCM01-ASP08		Supply CF	MU with Departure P	lanning Information (DPI)	03-2005	-
	COPENHAGEN ACC	Planned	DMan impleme	ntation planned		06-2005
			MIL		Not A	Applicable

The ASP SLoA is taken care of by the Service Provider (Naviair) - no SLoA to be shown.

FCM03		Implement	collaborative flight planning (From: 01-2000 By: 12-2006 / Agreed)		PE
			DK - Denmark		Late
More than half of the re	elated SLoAs have already been cor	mpleted, with all of the re	emaining SLoAs "Late", this due to the implementation of the new DATMAS System which	is only scheduled in January 20	07.
			ASP		Late
Those SLoAs that are	completed and have no further clarit	fication, are not shown ii	n the Detailed Objectives Description.		
FCM03-ASP07			Provide AFP message for a diversion	03-2005	12-2006
	COPENHAGEN ACC	Late	This will be implemented with DATMAS	DATMAS	01-2007
FCM03-ASP08		Provide AFP	message for a change of flight rules or flight type	03-2003	12-2005
	COPENHAGEN ACC	Late	This will be implemented with DATMAS	DATMAS	01-2007
FCM03-ASP09		Provide AF	P message for a change of en-route cruising level	03-2003	12-2005
	COPENHAGEN ACC	Late	This will be implemented with DATMAS	DATMAS	01-2007
FCM03-ASP13		Provide AFP	message for change of aircraft type or equipment	03-2003	12-2005
	COPENHAGEN ACC	Late	This will be implemented with DATMAS	DATMAS	01-2007
			MIL	Not	Applicable
All ASP SLoAs are tak	en care of by the Service Provider (I	Naviair) - no SLoAs to b	e shown		

PE

Exercise	•	2005-2009
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Objective Ref.			Objective Description		Class
			State	Overal	II Progress
			Stakeholder	Stakeho	Ider Progress
SLoA Nr.			SLoA Description	Start	Finish
	Local Scope	SLoA Progress	A Nr. LA Description	Related Plan	LA Date
			DK - Denmark	Со	mpleted
			ASP	Со	mpleted
HUM01-ASP01		Apply guidelin	nes and tools for controller manpower planning	02-2000	12-2007
	COPENHAGEN ACC	Completed			
HUM01-ASP02		Apply gui	delines and tools for staffing and rostering	02-2000	12-2007
	COPENHAGEN ACC	Completed	Equivalent means of compliance are applied.		
HUM01-ASP03		Make av	ailable a sufficient number of controllers	02-2000	12-2007
	COPENHAGEN ACC	Completed			
HUM01-ASP04		Apply guide	lines for critical incident stress management	01-2003	12-2007
	COPENHAGEN ACC	Completed			
					Applicable
All ASP SLoAs are tak	en care of by the Service Provider	(Naviair) - no SLoAs to be s	MIL shown.	Not A	чрисаре
All ASP SLoAs are tak				Not #	PE
INF01	Impleme	nt the European Aerona	shown. autical Information Services (AIS) Database (From: 04-2003 By: 12-2006 / Agreed) DK - Denmark	Со	PE mpleted
INF01 Denmark, being an EA issue, Denmark propo	Impleme	nt the European Aerona	whown. autical Information Services (AIS) Database (From: 04-2003 By: 12-2006 / Agreed)	Со	PE
INF01 Denmark, being an EA ssue, Denmark propo	Impleme D Participating Client, has perform ses the Overall State Progress to b	nt the European Aerona	shown. autical Information Services (AIS) Database (From: 04-2003 By: 12-2006 / Agreed) DK - Denmark	Con I has no concrete pla	PE
INF01 Denmark, being an EA issue, Denmark propo Note that for EAD, SL	Impleme D Participating Client, has perform ses the Overall State Progress to b / is in charge, not Naviair.	nt the European Aerona red all Migration actions. Pro re put as "Completed".	whown. autical Information Services (AIS) Database (From: 04-2003 By: 12-2006 / Agreed) DK - Denmark Invision of data to EAD has now been implemented at the end of 2004. Despite the fact that TACDEN	Con I has no concrete pla Co	PE mpleted ans on this
INF01 Denmark, being an EA issue, Denmark propo Note that for EAD, SL	Impleme D Participating Client, has perform ses the Overall State Progress to b / is in charge, not Naviair.	nt the European Aerona red all Migration actions. Pro re put as "Completed".	shown. autical Information Services (AIS) Database (From: 04-2003 By: 12-2006 / Agreed) DK - Denmark ovision of data to EAD has now been implemented at the end of 2004. Despite the fact that TACDEN ASP	Con I has no concrete pla Co he SLV Progress.	PE mpleted ans on this
INF01 Denmark, being an EA issue, Denmark propo Note that for EAD, SL	Impleme D Participating Client, has perform ses the Overall State Progress to b / is in charge, not Naviair.	nt the European Aerona ed all Migration actions. Pro e put as "Completed". uthority SLV (see REG-SLo,	shown. autical Information Services (AIS) Database (From: 04-2003 By: 12-2006 / Agreed) DK - Denmark wision of data to EAD has now been implemented at the end of 2004. Despite the fact that TACDEN ASP As sheet), and so the subsequent SLoAs are not dealt with hereunder. The Progress is identical to the	Con I has no concrete pla Co he SLV Progress.	PE mpleted ans on this mpleted
INF01 Denmark, being an EA issue, Denmark propo Note that for EAD, SL In DK, this Objective is	Impleme D Participating Client, has perform ses the Overall State Progress to b / is in charge, not Naviair.	nt the European Aerona ed all Migration actions. Pro e put as "Completed". uthority SLV (see REG-SLo,	shown. autical Information Services (AIS) Database (From: 04-2003 By: 12-2006 / Agreed) DK - Denmark ovision of data to EAD has now been implemented at the end of 2004. Despite the fact that TACDEN ASP As sheet), and so the subsequent SLoAs are not dealt with hereunder. The Progress is identical to the MIL	Con I has no concrete pla Co he SLV Progress. N	PE mpleted ans on this mpleted
INF01 Denmark, being an EA issue, Denmark propo Note that for EAD, SL In DK, this Objective is	Impleme D Participating Client, has perform ses the Overall State Progress to b / is in charge, not Naviair.	nt the European Aerona red all Migration actions. Pro- te put as "Completed". uthority SLV (see REG-SLo.	shown. autical Information Services (AIS) Database (From: 04-2003 By: 12-2006 / Agreed) DK - Denmark evision of data to EAD has now been implemented at the end of 2004. Despite the fact that TACDEN ASP As sheet), and so the subsequent SLoAs are not dealt with hereunder. The Progress is identical to the MIL gration of military authorities to EAD	Con I has no concrete pla Co he SLV Progress. N 07-2003	PE mpleted ans on this mpleted
INF01 Denmark, being an EA issue, Denmark propo Note that for EAD, SL ¹ In DK, this Objective is INF01-MIL01	Impleme D Participating Client, has perform ses the Overall State Progress to b / is in charge, not Naviair. : taken care of by the Regulatory A Mil. Authority	nt the European Aerona ed all Migration actions. Pro- e put as "Completed". uthority SLV (see REG-SLo. Mig No Plan	shown. autical Information Services (AIS) Database (From: 04-2003 By: 12-2006 / Agreed) DK - Denmark wision of data to EAD has now been implemented at the end of 2004. Despite the fact that TACDEN ASP As sheet), and so the subsequent SLoAs are not dealt with hereunder. The Progress is identical to the MIL gration of military authorities to EAD Danish Military Authority has currently no concrete plans on this issue	Con I has no concrete pla Co he SLV Progress. N 07-2003	PE mpleted ans on this mpleted lo Plan 12-2008
INF01 Denmark, being an EA issue, Denmark propo Note that for EAD, SL ¹ In DK, this Objective is INF01-MIL01	Impleme D Participating Client, has perform ses the Overall State Progress to b / is in charge, not Naviair. : taken care of by the Regulatory A Mil. Authority	nt the European Aerona ed all Migration actions. Pro- e put as "Completed". uthority SLV (see REG-SLo. Mig No Plan	shown. autical Information Services (AIS) Database (From: 04-2003 By: 12-2006 / Agreed) DK - Denmark evision of data to EAD has now been implemented at the end of 2004. Despite the fact that TACDEN ASP As sheet), and so the subsequent SLoAs are not dealt with hereunder. The Progress is identical to the MIL gration of military authorities to EAD Danish Military Authority has currently no concrete plans on this issue REG	Con I has no concrete pla Co he SLV Progress. N 07-2003	PE mpleted ans on this mpleted lo Plan 12-2008
INF01 Denmark, being an EA issue, Denmark propo Note that for EAD, SL In DK, this Objective is INF01-MIL01	Impleme D Participating Client, has perform ses the Overall State Progress to b / is in charge, not Naviair. : taken care of by the Regulatory A Mil. Authority	nt the European Aerona ed all Migration actions. Pro- e put as "Completed". uthority SLV (see REG-SLo. Mig No Plan	shown. autical Information Services (AIS) Database (From: 04-2003 By: 12-2006 / Agreed) DK - Denmark evision of data to EAD has now been implemented at the end of 2004. Despite the fact that TACDEN ASP As sheet), and so the subsequent SLoAs are not dealt with hereunder. The Progress is identical to the MIL gration of military authorities to EAD Danish Military Authority has currently no concrete plans on this issue REG r Authority SLV, and therefore are shown in the REG-SLoAs sheet.	Con I has no concrete pla Co he SLV Progress. N 07-2003 Co	PE mpleted ans on this mpleted lo Plan 12-2008 mpleted
INF01 Denmark, being an EA issue, Denmark propo Note that for EAD, SL In DK, this Objective is INF01-MIL01	Impleme D Participating Client, has perform sees the Overall State Progress to b / is in charge, not Naviair. taken care of by the Regulatory A Mil. Authority the INF01 ASP related SLoAs are	nt the European Aerona ed all Migration actions. Pro- e put as "Completed". uthority SLV (see REG-SLo. Mig No Plan taken care of by Regulatory Migr Completed	As sheet), and so the subsequent SLoAs are not dealt with hereunder. The Progress is identical to the MIL Gration of military authorities to EAD Database (From: 04-2003 By: 12-2006 / Agreed) DK - Denmark ASP As sheet), and so the subsequent SLoAs are not dealt with hereunder. The Progress is identical to the MIL Gration of military authorities to EAD Danish Military Authority has currently no concrete plans on this issue REG Authority SLV, and therefore are shown in the REG-SLoAs sheet. ration of States to EAD	Con I has no concrete pla Co he SLV Progress. N 07-2003 Co	PE mpleted ans on this mpleted lo Plan 12-2008 mpleted
INF01 Denmark, being an EA issue, Denmark propo Note that for EAD, SL ¹ In DK, this Objective is INF01-MIL01	Impleme D Participating Client, has perform sees the Overall State Progress to b / is in charge, not Naviair. taken care of by the Regulatory A Mil. Authority the INF01 ASP related SLoAs are	nt the European Aerona ed all Migration actions. Pro- e put as "Completed". uthority SLV (see REG-SLo. Mig No Plan taken care of by Regulatory Migr Completed	shown. autical Information Services (AIS) Database (From: 04-2003 By: 12-2006 / Agreed) DK - Denmark wision of data to EAD has now been implemented at the end of 2004. Despite the fact that TACDEN ASP As sheet), and so the subsequent SLoAs are not dealt with hereunder. The Progress is identical to th MIL gration of military authorities to EAD Danish Military Authority has currently no concrete plans on this issue REG Authority SLV, and therefore are shown in the REG-SLoAs sheet. ration and transition of States to EAD As a Participating Client, migration has now been finished.	Con Thas no concrete pla Co he SLV Progress. N 07-2003 Co 09-2002	PE mpleted ans on this mpleted lo Plan 12-2008 mpleted
INF01 Denmark, being an EA issue, Denmark propo Note that for EAD, SL ¹ In DK, this Objective is INF01-MIL01	Impleme D Participating Client, has perform ses the Overall State Progress to b / is in charge, not Naviair. taken care of by the Regulatory A Mil. Authority the INF01 ASP related SLoAs are SLV	nt the European Aerona ed all Migration actions. Pro- e put as "Completed". uthority SLV (see REG-SLo. Mig No Plan taken care of by Regulatory Migr Completed F Completed	shown. autical Information Services (AIS) Database (From: 04-2003 By: 12-2006 / Agreed) DK - Denmark wision of data to EAD has now been implemented at the end of 2004. Despite the fact that TACDEN ASP As sheet), and so the subsequent SLoAs are not dealt with hereunder. The Progress is identical to th MIL gration of military authorities to EAD Danish Military Authority has currently no concrete plans on this issue REG Authority SLV, and therefore are shown in the REG-SLoAs sheet. ration and transition of States to EAD As a Participating Client, migration has now been finished. Provision of data to EAD by States DK is a Participating Client. In accordance with the Migration and Transition Plan, provision	Con Thas no concrete pla Co he SLV Progress. N 07-2003 Co 09-2002	PE mpleted ans on this mpleted lo Plan 12-2008 mpleted 12-2004

Exercise	÷	2005-2009
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Objective Ref.		Obje	ctive Description			Class
		State			Overall	Progress
		Stakeholder			Stakehold	ler Progress
SLoA Nr.		SLoA Descrip			Start	Finish
	Local Scope	SLoA Progress LA Nr.	LA Description	Re	elated Plan	LA Date
INF05		Improve end-to-end integrity of aerona	utical data (From: 12-2003 By: 12-2007 / Tent	ative)		PE
		DK - Denmark				-
his (new) Objective	is not yet mature and/or lacking de	eliverables. As the Objective is still Tentative, the Ov	erall State Progress will remain empty.			
		ASP				-
nis (new) Objective	e is not yet mature and/or lacking de	eliverables - no SLoAs to be shown in this LCIP.				
hia (naw) Objective	is not yet mature and/or lealing d					-
iis (new) Objective	ns not yet mature and/or lacking de	eliverables - no SLoAs to be shown in this LCIP.				
his (new) Objective	is not vet mature and/or lacking de	REG eliverables - no SLoAs to be shown in this LCIP.				-
	is not yet mature and/or lacking ut					
NAV05	Implementa	tion of Required Navigation Performance A	rea Navigation (RNP-RNAV) (From: 01-2001 B	y: 03-2010 / Tentative)		PE
		DK - Denmark			No	Plan
			n in this LCIP, and the Progress remains "No Plan" like	e in previous Edition of the LCI	IP.	
addition, Denmarl	is awaiting the outcome of severa					
hia Tantativa Ohia	stive is considered act vet meture a	ASP	n in this I CID, and the Dreaman remains "No Blan" like	in provious Edition of the LCI		Plan
	aive is considered not yet mature a		n in this LCIP, and the Progress remains "No Plan" like	e în previous Edition di the LCI	•	
nis Tentative Obier	tive is considered not vet mature a	MIL nd/or lacking deliverables - thus no SL oAs are show	n in this LCIP, and the Progress remains "No Plan" like	e in previous Edition of the LCI		Plan
		REG				Plan
nis Tentative Object	tive is considered not yet mature a		n in this LCIP, and the Progress remains "No Plan" like	e in previous Edition of the LCI		1 Idii
-				· · · · · · · · · · · · · · · · · · ·		
NAV06		Rationalisation of navigation infrast	ructure (From: 06-2004 By: 10-2010 / Tentativ	/e)		PE
		DK - Denmark			No	Plan
			n in this LCIP, and the Progress remains "No Plan" like	e in previous Edition of the LCI	Ρ.	
addition, Denmari	is awaiting the outcome of severa	ASP			Ne	Plan
nis Tentative Obied	tive is considered not vet mature a		n in this LCIP, and the Progress remains "No Plan" like	e in previous Edition of the LCI		Pian
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	,,	MIL				Plan
nis Tentative Object	tive is considered not yet mature a		n in this LCIP, and the Progress remains "No Plan" like	e in previous Edition of the LCI		
		REG			No	Plan
his Tentative Object	tive is considered not yet mature a	nd/or lacking deliverables - thus no SLoAs are show	n in this LCIP, and the Progress remains "No Plan" like	e in previous Edition of the LCI	IP.	
SAF01		Implement a safety management system	for ATM Service Providers (- By: 07-2003 / A	Agreed)		PE

Level 2

			Objective Description		Class
			State	Over	rall Progres
			Stakeholder	Stakel	holder Progre
SLoA Nr.			SLoA Description	Start	Finish
	Local Scope	SLoA Progress	LA Nr. LA Description	Related Plan	n LA Da
			DK - Denmark	C	Completed
velopment of the	Action Plan for Implementation of Sa	afety Management is com	oleted, and all actions described in the Safety Plan have been implemented.		
			ASP	C	Completed
jective fully 'Com	pleted' - no SLoAs to be shown in th	is LCIP.			
			MIL	C	Completed
SAF01-ASP01		Establi	ish or update the organisation's Safety Policy	01-2001	08-2001
	Mil. Authority	Completed	Danish Military Authority follows NATO requirements	0.2001	
SAF01-ASP02			an action plan for implementing the Safety Policy	06-2001	12-2001
	Mil. Authority	Not Applicable	□ ====================================		
SAF01-ASP03			Implement the policy principles	01-2002	07-2003
	Mil. Authority	Not Applicable		0. 2002	0. 2000
SRC02	Im	plement ESARR 2 on	reporting and analysis of safety occurrences in ATM (- By: 01-2002 / Agreed)		PE
	w fully Completed in Denmark.		DK - Denmark		Completed
ote that presently i port statistics (per	no formal ESARR 2 verification proce r type of units, type of operations etc)		DK - Denmark isting general audit checklists need to be updated. The safety oversight has been considered at this sta ASP	ge to be performe	
ote that presently i port statistics (per	no formal ESARR 2 verification proce		sting general audit checklists need to be updated. The safety oversight has been considered at this sta	ge to be performe	ed by analysing
ote that presently i port statistics (per pjective fully 'Com	no formal ESARR 2 verification proce r type of units, type of operations etc) ppleted' - no SLoAs to be shown in th	is LCIP.	isting general audit checklists need to be updated. The safety oversight has been considered at this sta ASP MIL	ge to be performe	ed by analysing
bete that presently i port statistics (per pjective fully 'Com, SLoAs are "Not A	no formal ESARR 2 verification proce r type of units, type of operations etc)	is LCIP. in this LCIP, except SRC	isting general audit checklists need to be updated. The safety oversight has been considered at this sta ASP MIL 02-REG01.	ge to be performe	ed by analysing Completed Completed
ote that presently i port statistics (per pjective fully 'Com	no formal ESARR 2 verification proce r type of units, type of operations etc) apleted" - no SLoAs to be shown in th Applicable", and therefore not shown	is LCIP. in this LCIP, except SRC Implement ESARR	isting general audit checklists need to be updated. The safety oversight has been considered at this sta ASP MIL	ge to be performe	ed by analysing
te that presently in port statistics (per bjective fully 'Com SLoAs are "Not A SRC02-ASP03	no formal ESARR 2 verification proce r type of units, type of operations etc) ppleted' - no SLoAs to be shown in th	is LCIP. in this LCIP, except SRC Implement ESARR Not Applicable	isting general audit checklists need to be updated. The safety oversight has been considered at this sta ASP MIL 02-REG01. R 2 requirements for ATM specific occurrences (Phase 3)	ge to be performe (((11-1999	ed by analysing Completed Completed 01-2002
bte that presently i port statistics (per pjective fully 'Com, SLoAs are "Not A	no formal ESARR 2 verification proce r type of units, type of operations etc) apleted' - no SLoAs to be shown in the Applicable'', and therefore not shown Mil. Authority	is LCIP. in this LCIP, except SRC Implement ESARR Not Applicable Identify and establish	isting general audit checklists need to be updated. The safety oversight has been considered at this sta ASP MIL 02-REG01. 2 requirements for ATM specific occurrences (Phase 3) national institutional arrangements to implement ESARR 2	ge to be performe	ed by analysing Completed Completed
ote that presently in port statistics (per bjective fully 'Com SLoAs are "Not A SRC02-ASP03	no formal ESARR 2 verification proce r type of units, type of operations etc) apleted" - no SLoAs to be shown in th Applicable", and therefore not shown	is LCIP. in this LCIP, except SRC Implement ESARR Not Applicable	ASP MIL 02-REG01. 2 requirements for ATM specific occurrences (Phase 3) 1 Danish Military Authority follows NATO requirements.	ge to be performe (((11-1999	ed by analysing Completed Completed 01-2002
te that presently i port statistics (per jective fully 'Com SLoAs are "Not A SRC02-ASP03	no formal ESARR 2 verification proce r type of units, type of operations etc) apleted' - no SLoAs to be shown in the Applicable'', and therefore not shown Mil. Authority	is LCIP. in this LCIP, except SRC Implement ESARR Not Applicable Identify and establish	isting general audit checklists need to be updated. The safety oversight has been considered at this sta ASP MIL 02-REG01. 2 requirements for ATM specific occurrences (Phase 3) national institutional arrangements to implement ESARR 2	ge to be performe (((11-1999	ed by analysing Completed Completed 01-2002
te that presently i port statistics (per jective fully 'Com SLoAs are "Not A SRC02-ASP03	no formal ESARR 2 verification proce r type of units, type of operations etc) apleted' - no SLoAs to be shown in the Applicable'', and therefore not shown Mil. Authority	is LCIP. in this LCIP, except SRC Implement ESARR Not Applicable Identify and establish	ASP MIL 02-REG01. 2 requirements for ATM specific occurrences (Phase 3) 1 Danish Military Authority follows NATO requirements. 2 Reporting on safety occurrences involving civil and military parties follows the requirements	ge to be performe (11-1999 11-1999	ed by analysing Completed Completed 01-2002
te that presently i ort statistics (per jective fully 'Com SLoAs are "Not A SRC02-ASP03 SRC02-REG01	no formal ESARR 2 verification proce r type of units, type of operations etc) apleted' - no SLoAs to be shown in the Applicable'', and therefore not shown Mil. Authority	is LCIP. in this LCIP, except SRC Implement ESARR Not Applicable Identify and establish Completed	ASP MIL 02-REG01. 2 requirements for ATM specific occurrences (Phase 3) 1 Danish Military Authority follows NATO requirements. 2 Reporting on safety occurrences involving civil and military parties follows the requirements laid down in Regulations for Civil Aviation (BL 8-10) REG	ge to be performe (11-1999 11-1999 (ed by analysing Completed Completed 01-2002 11-2000 Completed
te that presently i ort statistics (per jective fully 'Com SLoAs are "Not A SRC02-ASP03 SRC02-REG01	no formal ESARR 2 verification proce r type of units, type of operations etc) apleted" - no SLoAs to be shown in the Applicable", and therefore not shown Mil. Authority Mil. Authority	is LCIP. in this LCIP, except SRC Implement ESARR Not Applicable Identify and establish Completed	ASP MIL 02-REG01. R 2 requirements for ATM specific occurrences (Phase 3) national institutional arrangements to implement ESARR 2 1 Danish Military Authority follows NATO requirements. 2 Reporting on safety occurrences involving civil and military parties follows the requirements laid down in Regulations for Civil Aviation (BL 8-10) REG national institutional arrangements to implement ESARR 2	ge to be performe (11-1999 11-1999	ed by analysing Completed Completed 01-2002 11-2000
te that presently i ort statistics (per jective fully 'Com SLoAs are "Not A SRC02-ASP03 SRC02-REG01	no formal ESARR 2 verification proce r type of units, type of operations etc) apleted' - no SLoAs to be shown in the Applicable'', and therefore not shown Mil. Authority	is LCIP. in this LCIP, except SRC Implement ESARR Not Applicable Identify and establish Completed	ASP MIL 02-REG01. 2 requirements for ATM specific occurrences (Phase 3) 1 Danish Military Authority follows NATO requirements. 2 Reporting on safety occurrences involving civil and military parties follows the requirements laid down in Regulations for Civil Aviation (BL 8-10) REG	ge to be performe (11-1999 11-1999 (ed by analysing Completed Completed 01-2002 11-2000 Completed
te that presently i ort statistics (per jective fully 'Com SLoAs are "Not A SRC02-ASP03 SRC02-REG01	no formal ESARR 2 verification proce r type of units, type of operations etc) apleted" - no SLoAs to be shown in the Applicable", and therefore not shown Mil. Authority Mil. Authority	is LCIP. in this LCIP, except SRC Implement ESARR Not Applicable Identify and establish Completed	ASP MIL 02-REG01. R 2 requirements for ATM specific occurrences (Phase 3) national institutional arrangements to implement ESARR 2 1 Danish Military Authority follows NATO requirements. 2 Reporting on safety occurrences involving civil and military parties follows the requirements laid down in Regulations for Civil Aviation (BL 8-10) REG 1 National legislation already published:	ge to be performe (11-1999 11-1999 (Completed Completed 01-2002 11-2000
te that presently i port statistics (per jective fully 'Com SLoAs are "Not A SRC02-ASP03	no formal ESARR 2 verification proce r type of units, type of operations etc) apleted' - no SLoAs to be shown in the Applicable'', and therefore not shown Mil. Authority Mil. Authority SLV	is LCIP. in this LCIP, except SRC Implement ESARR Not Applicable Identify and establish Completed Identify and establish Completed	ASP MIL 02-REG01. 8 2 requirements for ATM specific occurrences (Phase 3) 1 Danish Military Authority follows NATO requirements. 2 Reporting on safety occurrences involving civil and military parties follows the requirements and down in Regulations for Civil Aviation (BL 8-10) REG 1 National legislation already published: 2 Existence of legislation allowing ESARR 2 enactment at national level.	ge to be performe (11-1999 11-1999 (Completed Completed 01-2002 11-2000

Objective Ref.				Objective Description		Class
			St	ate	Overa	II Progress
			Stake	holder	Stakeho	Ider Progres
SLoA Nr.			1 1	DA Description	Start	Finish
	Local Scope	SLoA Progress	LA Nr.	LA Description	Related Plan	LA Dat
SRC02-REG03	Document and addres	ss the differences identifi	<mark>ed in SRC02-R</mark>	EG02 if national regulations are already applicable to the subject matter	11-1999	12-2001
	SLV	Completed	See S	RC02-REG01		
SRC02-REG04		Draft new or modifie	ed regulations	to establish the ESARR 2 national framework	11-1999	11-2001
	SLV	Completed		Regulations for Civil Aviation (BL 8-10) allowing ESARR 2 enactment and ensuring a punitive" environment have been drafted.		
SRC02-REG05		Publish the r	new or modifie	d regulations compliant with ESARR 2	11-2001	12-2001
	SLV	Completed		Regulations for Civil Aviation (BL 8-10) allowing ESARR 2 enactment and ensuring a punitive" environment have been promulgated.		
SRC02-REG06	Not	ify ICAO of any difference	es between na	tional safety regulations and ICAO SARPs as required	12-2001	01-2002
	SLV	Completed	Conve	bligation to notify ICAO on differences is already covered by Article 38 of the Chicago ention, so, in the opinion of Denmark, this SLoA is unnecessary. As a consequence, ogress of this SLoA is put as "Completed".		
SRC02-REG07	Impl	ement ESARR 2 requiren	nents for accid	ents and ATM incidents with risk of collision (Phase 1)	11-1999	01-2000
	SLV	Completed	additio	the Safety Requirements laid down in ESARR 2, Section 5, are complied with. In on Denmark reports yearly the statistic to EUROCONTROL. SLV has internal sets of dures to report and analyse safety occurrences in ATM.		
SRC02-REG08	Imp	olement ESARR 2 require	ments for ATM	incidents with potential for risk of collision (Phase 2)	11-1999	01-2001
	SLV	Completed	Same	comment as for SRC02-REG07 above.		
SRC02-REG09		Implement ESAR	R 2 requireme	nts for ATM specific occurrences (Phase 3)	11-1999	01-2002
	SLV	Completed		comment as for SRC02-REG07 above. In addition, Denmark reports yearly the ic to EUROCONTROL.		
SRC02-REG10	Develop and	l implement the mechanis	sms and capat	ility to verify compliance with the new or modified regulations	11-1999	01-2001
	SLV	Completed	proce: Aviatio	ng arrangements to ensure safety oversight have been assessed and regulatory sees found to be appropriate. The need for update of related Regulations for Civil on (BL 8-10) and specific staff training has been identified. The SLoA can be lered Completed.		
SRC02-REG11		Verify that	the new or mo	dified regulations are being applied	01-2001	01-2002
	SLV	Completed	check 2 The sa report	ntly no formal ESARR 2 verification process is in place and the existing general audit lists need to be updated. afety oversight has been considered at this stage to be performed by analysing the statistics (per type of units, type of operations etc). umber of reports collected gives enough assurance to record this SLoA as Completed.		
SRC03	Impleme	ent ESARR 3 on the us	se of safety n	nanagement systems by ATM Service Providers (- By: 07-2003 / Agreed)		PE
			DK - D	onmark	Partially	y Complete

bjective Ref.			Objective Description		Class
·			State	Overa	II Progress
			Stakeholder	Stakeho	Ider Progres
SLoA Nr.			SLoA Description	Start	Finish
	Local Scope	SLoA Progress L	A Nr. LA Description	Related Plan	LA Da
			ASP	Co	mpleted
iective fully 'Complete	d' - no SLoAs to be shown in	this LCIP.			
			MIL	Co	mpleted
SLoAs are "Not Applie	cable", and therefore not show	wn in this LCIP, except SRC03-	ASP01.		-
SRC03-ASP01		l.	mplement ESARR 3 requirements	07-2000	07-2003
	Mil. Authority	Completed	The Danish Military Authority has equivalent requirements to those in ESARRs.		
			REG	Partiall	y Complete
RC03-REG01		Identify and establish n	ational institutional arrangements to implement ESARR 3	07-2000	10-2001
	SLV	Completed	Appropriate national institutional arrangements have been identified, including the	-07-2000	10-2001
	021		identification of responsibilities and appropriate legislation to be adapted		
RC03-REG02	Assess I	national regulations vs. ESAF	RR 3 if national regulations are already applicable to the subject matter	07-2000	10-2001
	SLV	Not Applicable	National legislation allowing ESARR 3 enactment was not available prior to the approval of		
			ESARR 3 in July 2000 and new regulation to set-up the ESARR 3 national framework had to be drafted. Therefore the Progress may be considered as "Not Applicable".		
RC03-REG03	Document and addre	ss the differences identified i	in SRC03-REG02 if national regulations are already applicable to the subject matter	10-2001	01-2002
	SLV	Not Applicable	Due to the non-existence of appropriate national regulation in the area covered by ESARR 3,	10-2001	01-2002
	027		no corrective measures to ensure compliance with ESARR 3 were documented, except the		
			need for appropriate new national set of regulatory requirements, as reflected in SRC03- REG04 below. Therefore the Progress may be considered as "Not Applicable".		
RC03-REG04					12-2002
				07_2000	
	SI V		egulations to establish the ESARR 3 national framework	07-2000	12-2002
	SLV	Completed	New national regulation in the area covered by ESARR3 has been drafted		
SRC03-REG05		Completed Publish the new	New national regulation in the area covered by ESARR3 has been drafted or modified regulations compliant with ESARR 3	07-2000 10-2001	12-2002
GRC03-REG05	SLV	Completed Publish the new Completed	New national regulation in the area covered by ESARR3 has been drafted or modified regulations compliant with ESARR 3 Publication of new national requirement compliant with ESARR3 (BL 7-26) has been done	<u>10-2001</u>	12-2002 07-20
	SLV No	Completed Publish the new Completed tify ICAO of any differences b	New national regulation in the area covered by ESARR3 has been drafted or modified regulations compliant with ESARR 3 Publication of new national requirement compliant with ESARR3 (BL 7-26) has been done petween national safety regulations and ICAO SARPs as required		12-2002
GRC03-REG05	SLV	Completed Publish the new Completed	New national regulation in the area covered by ESARR3 has been drafted or modified regulations compliant with ESARR 3 Publication of new national requirement compliant with ESARR3 (BL 7-26) has been done petween national safety regulations and ICAO SARPs as required The obligation to notify ICAO on differences is already covered by Article 38 of the Chicago Convention, so, in the opinion of Denmark, this SLoA is unnecessary. As a consequence,	<u>10-2001</u>	12-2002 07-20
GRC03-REG05	SLV No	Completed Publish the new Completed tify ICAO of any differences b	New national regulation in the area covered by ESARR3 has been drafted or modified regulations compliant with ESARR 3 Publication of new national requirement compliant with ESARR3 (BL 7-26) has been done petween national safety regulations and ICAO SARPs as required The obligation to notify ICAO on differences is already covered by Article 38 of the Chicago	<u>10-2001</u>	12-2002 07-20
GRC03-REG05	SLV No SLV	Completed Publish the new Completed tify ICAO of any differences b Completed	New national regulation in the area covered by ESARR3 has been drafted or modified regulations compliant with ESARR 3 Publication of new national requirement compliant with ESARR3 (BL 7-26) has been done petween national safety regulations and ICAO SARPs as required The obligation to notify ICAO on differences is already covered by Article 38 of the Chicago Convention, so, in the opinion of Denmark, this SLoA is unnecessary. As a consequence,	<u>10-2001</u>	12-2002 07-200
SRC03-REG05	SLV No SLV	Completed Publish the new Completed tify ICAO of any differences b Completed	New national regulation in the area covered by ESARR3 has been drafted or modified regulations compliant with ESARR 3 Publication of new national requirement compliant with ESARR3 (BL 7-26) has been done oetween national safety regulations and ICAO SARPs as required The obligation to notify ICAO on differences is already covered by Article 38 of the Chicago Convention, so, in the opinion of Denmark, this SLoA is unnecessary. As a consequence, the Progress of this SLoA is put as "Completed". s and capability to verify compliance with the new or modified regulations Mechanism to verify compliance with regulation is now included in the CAA routine	10-2001 12-2002	12-2002 07-200 07-2003
SRC03-REG05	SLV No SLV Develop an	Completed Publish the new Completed tify ICAO of any differences b Completed d implement the mechanisms Completed	New national regulation in the area covered by ESARR3 has been drafted or modified regulations compliant with ESARR 3 Publication of new national requirement compliant with ESARR3 (BL 7-26) has been done between national safety regulations and ICAO SARPs as required The obligation to notify ICAO on differences is already covered by Article 38 of the Chicago Convention, so, in the opinion of Denmark, this SLoA is unnecessary. As a consequence, the Progress of this SLoA is put as "Completed". s and capability to verify compliance with the new or modified regulations Mechanism to verify compliance with regulation is now included in the CAA routine inspection activities	10-2001 12-2002 07-2000	12-2002 07-20 07-2003 07-2003
SRC03-REG05	SLV No SLV Develop an	Completed Publish the new Completed tify ICAO of any differences b Completed d implement the mechanisms Completed	New national regulation in the area covered by ESARR3 has been drafted or modified regulations compliant with ESARR 3 Publication of new national requirement compliant with ESARR3 (BL 7-26) has been done oetween national safety regulations and ICAO SARPs as required The obligation to notify ICAO on differences is already covered by Article 38 of the Chicago Convention, so, in the opinion of Denmark, this SLoA is unnecessary. As a consequence, the Progress of this SLoA is put as "Completed". s and capability to verify compliance with the new or modified regulations Mechanism to verify compliance with regulation is now included in the CAA routine	10-2001 12-2002	12-2002 07-20 07-2003

Objective Ref.			OI	bjective Description		Class
			State		Overa	II Progress
			Stakeholder		Stakeho	Ider Progress
SLoA Nr.			SLoA Desc	•	Start	Finish
	Local Scope	SLoA Progress	A Nr.	LA Description	Related Plan	LA Date
			DK - Denmar	k	Partially	y Complete
opropriate national instit	utional arrangements have b	een identified including iden	cation of responsibi	lities and legislation to be adopted. SRC04 will be achieved by July 2005.		
			ASP		Co	mpleted
SRC04-ASP01			Implement ESARR	4 requirements	04-2001	04-2004
	Naviair	Completed		ith Regulator concerning interpretation of SRC04-REG05 has been reached. to Danish regulation is published in 12/2004.		12-2004
			MIL		Co	mpleted
ll SLoAs are "Not Applic	able", and therefore not shov	vn in this LCIP, except SRC	-ASP01.			
SRC04-ASP01			Implement ESARR	4 requirements	04-2001	04-2004
	Mil. Authority	Completed	The Danish M	filitary Authority has equivalent requirements to those in ESARRs.		
			REG		Partiall	y Completed
SRC04-REG01		Identify and e	ablish national reg	ulations to implement ESARR 4	04-2001	02-2002
	SLV	Completed		ational institutional arrangements have been identified, including the of responsibilities and the need for appropriate legislation allowing ESARR 4 national level.		
SRC04-REG02	Assess r	national regulations vs. ES		gulations are already applicable to the subject matter	04-2001	02-2002
	SLV	Not Applicable	ESARR 4 in A be drafted. Se	lation allowing ESARR 4 enactment was not available prior to the approval of April 2001 and new regulation to set-up the ESARR 4 national framework had to ee comment for SRC04-REG04 below. Therefore the Progress may be s "Not Applicable".		
SRC04-REG03	Document and addres	ss the differences identifie	in SRC04-REG02 if	f national regulations are already applicable to the subject matter	02-2002	05-2002
	SLV	Not Applicable	no corrective need for appr	on-existence of appropriate national regulation in the area covered by ESARR 4, measures to ensure compliance with ESARR 4 were documented, except the opriate new national set of regulatory requirements, as reflected in SRC04- w. Therefore the Progress may be considered as "Not Applicable".		
SRC04-REG04		Draft new or modifie	egulations to esta	blish the ESARR 4 national framework	04-2001	05-2003
	SLV	Completed	New national	regulation in the area covered by ESARR4 has been drafted		
SRC04-REG05		Publish the n	or modified regul	ations compliant with ESARR 4	04-2002	05-2003
	SLV	Completed				
SRC04-REG06	No	tify ICAO of any difference	between national s	afety regulations and ICAO SARPs as required	05-2003	04-2004
	SLV	Completed	Convention, s	n to notify ICAO on differences is already covered by Article 38 of the Chicago so, in the opinion of Denmark, this SLoA is unnecessary. As a consequence, of this SLoA is put as "Completed".		
SRC04-REG07	Develop an	id implement the mechanis	s and capability to	o verify compliance with the new or modified regulation	04-2001	09-2003
	SLV	Completed	Mechanism to activities.	o verify compliance with regulation is included in CAA routine inspection		

Objective Ref.			Objective Description		Class
· · · ·			State	Overa	II Progress
			Stakeholder	Stakeho	Ider Progress
SLoA Nr.			SLoA Description	Start	Finish
	Local Scope	SLoA Progress LA	Nr. LA Description	Related Plan	LA Date
SRC04-REG08		Verify that the I	new or modified regulations are being applied	09-2003	04-2004
	SLV	Partially Completed	Verification is ongoing and expected to be fully completed by 2005.		07-2005
SRC04-REG09		De	efine national ATM Safety Minima	01-2003	04-2004
	SLV	Partially Completed	Target Level of Safety (BL7-25) has been redefined (Dec 04) through recent AIC - severity classes 2 to 5 have been withdrawn (severity class 1 remains - waiting for Eurocontrol action).		12-2004
SRC05.1		Implement ES	SARR 5 on ATM services' personnel (- By: 11-2003 / Agreed)		PE
			DK - Denmark	Partially	y Completed
	ulations has been made and dif		ntification of responsibilities and appropriate legislation to be adapted and also a comparison betwee . The oversight function has been partially completed, all other actions have been finalised.	en ESARR5 require	ments and
			ASP	Partial	y Completed
SRC05.1-ASP01	Implemen	t Sections 5.1.2 and 5.2.2 of	ESARR 5, Edition 2.0 to be applied by providers of air traffic services	11-2000	11-2003
	Naviair	Completed			
SRC05.1-ASP02		Completed	.3 of ESARR 5, Edition 2.0 to be applied by individual personnel	11-2000	11-2003
SRC05.1-ASP02		Completed		11-2000	
SRC05.1-ASP02	Impl	Completed ement Sections 5.1.3 and 5.2	.3 of ESARR 5, Edition 2.0 to be applied by individual personnel		
	Impl	Completed ement Sections 5.1.3 and 5.2 Planned	.3 of ESARR 5, Edition 2.0 to be applied by individual personnel This is planned end 2005 MIL		12-200
	Impl Naviair icable", and therefore not shown	Completed ement Sections 5.1.3 and 5.2 Planned n in this LCIP, except SRC05.1	.3 of ESARR 5, Edition 2.0 to be applied by individual personnel This is planned end 2005 MIL		12-2005
II SLoAs are "Not Appli	Impl Naviair icable", and therefore not shown	Completed ement Sections 5.1.3 and 5.2 Planned n in this LCIP, except SRC05.1	A of ESARR 5, Edition 2.0 to be applied by individual personnel This is planned end 2005 MIL -ASP01.	Co	12-2005 mpleted
All SLoAs are "Not Appli	Impl Naviair icable", and therefore not shown Implemer	Completed ement Sections 5.1.3 and 5.2 Planned n in this LCIP, except SRC05.1 at Sections 5.1.2 and 5.2.2 of	A of ESARR 5, Edition 2.0 to be applied by individual personnel This is planned end 2005 MIL -ASP01. ESARR 5, Edition 2.0 to be applied by providers of air traffic services	Co 11-2000	12-2005 mpleted
All SLoAs are "Not Appli	Impl Naviair icable", and therefore not shown Implemer Mil. Authority	Completed ement Sections 5.1.3 and 5.2 Planned n in this LCIP, except SRC05.1 t Sections 5.1.2 and 5.2.2 of Completed	A of ESARR 5, Edition 2.0 to be applied by individual personnel This is planned end 2005 MIL -ASP01. ESARR 5, Edition 2.0 to be applied by providers of air traffic services The Danish Military Authority has equivalent requirements to those in ESARRs.	Co 11-2000	12-2005 mpleted 11-2003
II SLoAs are "Not Appli SRC05.1-ASP01	Impl Naviair icable", and therefore not shown Implemer Mil. Authority	Completed ement Sections 5.1.3 and 5.2 Planned n in this LCIP, except SRC05.1 t Sections 5.1.2 and 5.2.2 of Completed	Contemposition of the second state of the sec	Co 11-2000 Partiall	12-2005 mpleted 11-2003 y Completed
All SLoAs are "Not Appli SRC05.1-ASP01 SRC05.1-REG01	Impl Naviair icable", and therefore not shown Implemen Mil. Authority Identify and e SLV	Completed ement Sections 5.1.3 and 5.2 Planned n in this LCIP, except SRC05.1 tt Sections 5.1.2 and 5.2.2 of Completed	A of ESARR 5, Edition 2.0 to be applied by individual personnel This is planned end 2005 MIL -ASP01. ESARR 5, Edition 2.0 to be applied by providers of air traffic services The Danish Military Authority has equivalent requirements to those in ESARRs. REG Il arrangements to implement ESARR 5 (Edition 2.0), Sections 5.1 and 5.2 Appropriate national institutional arrangements have been identified, including the	Co 11-2000 Partiall	12-2005 mpleted 11-2003 y Completed
All SLoAs are "Not Appli SRC05.1-ASP01	Impl Naviair icable", and therefore not shown Implemen Mil. Authority Identify and e SLV	Completed ement Sections 5.1.3 and 5.2 Planned n in this LCIP, except SRC05.1 tt Sections 5.1.2 and 5.2.2 of Completed	A of ESARR 5, Edition 2.0 to be applied by individual personnel This is planned end 2005 MIL -ASP01. ESARR 5, Edition 2.0 to be applied by providers of air traffic services The Danish Military Authority has equivalent requirements to those in ESARRs. REG Il arrangements to implement ESARR 5 (Edition 2.0), Sections 5.1 and 5.2 Appropriate national institutional arrangements have been identified, including the identification of responsibilities and appropriate legislation to be adapted	Co 11-2000 Partiall 11-2000	12-2005 mpleted 11-2003 y Completed 09-2001
Il SLoAs are "Not Appli SRC05.1-ASP01 SRC05.1-REG01 SRC05.1-REG02	Impl Naviair icable", and therefore not shown Implemer Mil. Authority Identify and e SLV Assess national regulation SLV	Completed ement Sections 5.1.3 and 5.2 Planned n in this LCIP, except SRC05.1 t Sections 5.1.2 and 5.2.2 of Completed stablish national institutiona Completed stablish national institutiona Completed s vs. ESARR 5 (Edition 2.0), \$ Completed	A spectral sector in the sector is a spectral sector in the sector is a spectral sector sector is a spectral sector is a spectral sector is a spectral	Co 11-2000 Partiall 11-2000	12-2005 mpleted 11-2003 y Completed 09-2001
Il SLoAs are "Not Appli SRC05.1-ASP01 SRC05.1-REG01 SRC05.1-REG02	Impl Naviair icable", and therefore not shown Implemer Mil. Authority Identify and e SLV Assess national regulation SLV	Completed ement Sections 5.1.3 and 5.2 Planned n in this LCIP, except SRC05.1 t Sections 5.1.2 and 5.2.2 of Completed stablish national institutiona Completed stablish national institutiona Completed s vs. ESARR 5 (Edition 2.0), \$ Completed	As a second	Co 11-2000 Partiall 11-2000 11-2000	12-2005 mpleted 11-2003 y Completed 09-2001 11-2001
All SLoAs are "Not Appli SRC05.1-ASP01 SRC05.1-REG01 SRC05.1-REG02 SRC05.1-REG02	Impl Naviair icable", and therefore not shown Implemen Mil. Authority Identify and e SLV Assess national regulation SLV Document and address SLV	Completed ement Sections 5.1.3 and 5.2 Planned n in this LCIP, except SRC05.1 tt Sections 5.1.2 and 5.2.2 of Completed stablish national institutional Completed stablish national institutional Completed the differences identified in Completed	As a second	Co 11-2000 Partiall 11-2000 11-2000	12-2005 mpleted 11-2003 y Completed 09-2001 11-2001
Il SLoAs are "Not Appli SRC05.1-ASP01 SRC05.1-REG01 SRC05.1-REG02 SRC05.1-REG02	Impl Naviair icable", and therefore not shown Implemen Mil. Authority Identify and e SLV Assess national regulation SLV Document and address SLV	Completed ement Sections 5.1.3 and 5.2 Planned n in this LCIP, except SRC05.1 tt Sections 5.1.2 and 5.2.2 of Completed stablish national institutional Completed stablish national institutional Completed the differences identified in Completed	A Section 5.1 and 5.2 if national regulations are already applicable to the subject matter	Co 11-2000 Partiall 11-2000 11-2000	12-2005 mpleted 11-2003 y Completed 09-2001 11-2001 12-2001
All SLoAs are "Not Appli SRC05.1-ASP01 SRC05.1-REG01 SRC05.1-REG02	Impl Naviair Naviair icable", and therefore not shown Implemer Mil. Authority Identify and e SLV Assess national regulation SLV Document and address SLV Draft new or modified re SLV	Completed ement Sections 5.1.3 and 5.2 Planned n in this LCIP, except SRC05.1 tt Sections 5.1.2 and 5.2.2 of Completed stablish national institutional Completed style="text-align: center;">stablish national institutiona Completed style="text-align: center;">the differences identified in Completed gulations to establish the ES Completed	A Section 5.1 and 5.2 if national regulations are already applicable to the subject matter	Co 11-2000 Partiall 11-2000 11-2000	12-2005 mpleted 11-2003 y Completed 09-2001 11-2001 12-2001

Objective Ref.			Objective Description		Class
			State	Overa	II Progress
			Stakeholder	Stakeho	Ider Progres
SLoA Nr.			SLoA Description	Start	Finish
	Local Scope	SLoA Progress LA	A Nr. LA Description	Related Plan	LA Date
SRC05.1-REG06		Notify ICAO of difference	es between national safety regulations and ICAO SARPs	11-2002	11-2003
	SLV	Completed	The obligation to notify ICAO on differences is already covered by Article 38 of the Chicago Convention, so, in the opinion of Denmark, this SLoA is unnecessary.		
SRC05.1-REG07	Imple	ement Sections 5.1.1 and 5.2.	1 of ESARR 5, Edition 2.0 to be applied by Designated Authorities	11-2000	11-2003
	SLV	Completed	Internal set of procedures for Designated Authorities to apply ESARR5 requirements has now been established.		01-2005
SRC05.1-REG08	Develop and	l implement the mechanisms	and capability to verify compliance with the new or modified regulations	11-2000	11-2003
	SLV	Completed	Mechanism to verify compliance with regulation is established.		01-2005
SRC05.1-REG09		Verify that the	new or modified regulations are being applied	04-2003	11-2003
	SLV	Partially Completed	Oversight function to verify application has now been established, and further work on this SLoA has been initiated as of 01/2005.		01-2006
					PE
SRC05.2	Implem	nent ESARR 5 on ATM ser	rvices' personnel (engineering and technical personnel) (- By: 04-2005 / Agreed)		
Appropriate national insti me. Publication of new I	itutional arrangements have be national regulation compliant v	een identified including identific vith ESARR5 was planned, bef	DK - Denmark cation of responsibilities and legislation to be adopted. Some of the SLoAs have been completed, ot fore end of 2004.	hers will be impleme	anned nted in due
ppropriate national insti me. Publication of new I lowever, the need for ne	itutional arrangements have be national regulation compliant v ew regulations for engineering	een identified including identific vith ESARR5 was planned, bef	DK - Denmark cation of responsibilities and legislation to be adopted. Some of the SLoAs have been completed, ot fore end of 2004. ugh already planned, has now been questioned. Clarification of the need to implement new regulat.	hers will be impleme	anned nted in due
ppropriate national insti me. Publication of new i lowever, the need for ne equirements of ESARR	itutional arrangements have be national regulation compliant v ew regulations for engineering 5 par. 5.3 is expected early 20	een identified including identific with ESARR5 was planned, bef and technical personnel, althou 005. In the mean time, the progr	DK - Denmark cation of responsibilities and legislation to be adopted. Some of the SLoAs have been completed, of fore end of 2004. ugh already planned, has now been questioned. Clarification of the need to implement new regulat ress is kept as "Planned". ASP	hers will be impleme ions in order to introc P	anned nted in due duce the lanned
ppropriate national insti me. Publication of new i lowever, the need for ne equirements of ESARR	itutional arrangements have be national regulation compliant v ew regulations for engineering 5 par. 5.3 is expected early 20	een identified including identific with ESARR5 was planned, befi and technical personnel, althou 005. In the mean time, the progr Implement section 5.3.2. of E	DK - Denmark cation of responsibilities and legislation to be adopted. Some of the SLoAs have been completed, othe fore end of 2004. ugh already planned, has now been questioned. Clarification of the need to implement new regulate ress is kept as "Planned". ASP SARR 5, Edition 2.0 to be applied by operating organisations	hers will be impleme	anned nted in due duce the
ppropriate national insti me. Publication of new i lowever, the need for ne equirements of ESARR SRC05.2-ASP01	itutional arrangements have be national regulation compliant v ew regulations for engineering 5 par. 5.3 is expected early 20	een identified including identific with ESARR5 was planned, bef and technical personnel, althou 005. In the mean time, the progr Implement section 5.3.2. of E Planned	DK - Denmark cation of responsibilities and legislation to be adopted. Some of the SLoAs have been completed, other of the stop of the sto	hers will be impleme ions in order to introd P 04-2002	anned nted in due duce the lanned 04-2005
ppropriate national insti me. Publication of new i lowever, the need for ne equirements of ESARR SRC05.2-ASP01	itutional arrangements have be national regulation compliant v ew regulations for engineering 5 par. 5.3 is expected early 20	een identified including identific with ESARR5 was planned, bef and technical personnel, althou 005. In the mean time, the progr Implement section 5.3.2. of E Planned	DK - Denmark cation of responsibilities and legislation to be adopted. Some of the SLoAs have been completed, other of 2004. ugh already planned, has now been questioned. Clarification of the need to implement new regulater ress is kept as "Planned". ASP SARR 5, Edition 2.0 to be applied by operating organisations [Awaiting achievement of various Regulatory Authority SLoAs (e.g. SRC05.2-REG05)] ESARR 5, Edition 2.0 to be applied by individual personnel	hers will be impleme ions in order to introc P	anned nted in due duce the lanned
ppropriate national insti me. Publication of new i lowever, the need for ne equirements of ESARR SRC05.2-ASP01	itutional arrangements have be national regulation compliant v ew regulations for engineering 5 par. 5.3 is expected early 20 Naviair	een identified including identific with ESARR5 was planned, befor and technical personnel, althou 205. In the mean time, the progr Implement section 5.3.2. of E Planned Implement section 5.3.3. of	DK - Denmark cation of responsibilities and legislation to be adopted. Some of the SLoAs have been completed, other of the stop of the sto	hers will be impleme ions in order to introd P 04-2002 04-2002	anned nted in due duce the lanned 04-2005 04-2005
ppropriate national insti me. Publication of new i lowever, the need for ne equirements of ESARR SRC05.2-ASP01 SRC05.2-ASP02	itutional arrangements have be national regulation compliant v ew regulations for engineering 5 par. 5.3 is expected early 20 Naviair	een identified including identific with ESARR5 was planned, befor and technical personnel, althou 205. In the mean time, the progr Implement section 5.3.2. of E Planned Implement section 5.3.3. of	DK - Denmark cation of responsibilities and legislation to be adopted. Some of the SLoAs have been completed, other fore end of 2004. ugh already planned, has now been questioned. Clarification of the need to implement new regulateress is kept as "Planned". ASP SARR 5, Edition 2.0 to be applied by operating organisations Awaiting achievement of various Regulatory Authority SLoAs (e.g. SRC05.2-REG05) * ESARR 5, Edition 2.0 to be applied by individual personnel As above MIL	hers will be impleme ions in order to introd P 04-2002 04-2002	anned nted in due duce the lanned 04-2005
ppropriate national insti me. Publication of new i lowever, the need for ne equirements of ESARR SRC05.2-ASP01 SRC05.2-ASP02	itutional arrangements have be national regulation compliant v ew regulations for engineering 5 par. 5.3 is expected early 20 Naviair Naviair Naviair	een identified including identific with ESARR5 was planned, befa and technical personnel, althou 205. In the mean time, the progr Implement section 5.3.2. of E Planned Implement section 5.3.3. of Planned mplement section 5.3.3. of	DK - Denmark cation of responsibilities and legislation to be adopted. Some of the SLoAs have been completed, other fore end of 2004. ugh already planned, has now been questioned. Clarification of the need to implement new regulateress is kept as "Planned". ASP SARR 5, Edition 2.0 to be applied by operating organisations Awaiting achievement of various Regulatory Authority SLoAs (e.g. SRC05.2-REG05) * ESARR 5, Edition 2.0 to be applied by individual personnel As above MIL	hers will be impleme ions in order to introd P 04-2002 04-2002	anned nted in due duce the lanned 04-2005
ppropriate national insti me. Publication of new i lowever, the need for ne equirements of ESARR SRC05.2-ASP01 SRC05.2-ASP02	itutional arrangements have be national regulation compliant v ew regulations for engineering 5 par. 5.3 is expected early 20 Naviair Naviair Naviair	een identified including identific with ESARR5 was planned, befa and technical personnel, althou 205. In the mean time, the progr Implement section 5.3.2. of E Planned Implement section 5.3.3. of Planned mplement section 5.3.3. of	DK - Denmark cation of responsibilities and legislation to be adopted. Some of the SLoAs have been completed, other fore end of 2004. ugh already planned, has now been questioned. Clarification of the need to implement new regulateress is kept as "Planned". ASP SARR 5, Edition 2.0 to be applied by operating organisations [Awaiting achievement of various Regulatory Authority SLoAs (e.g. SRC05.2-REG05)] SESARR 5, Edition 2.0 to be applied by individual personnel [As above] MIL 2-ASP01.	hers will be impleme ions in order to introd 04-2002 04-2002 Co	anned nted in due duce the lanned 04-2005 04-2005
ppropriate national insti me. Publication of new i lowever, the need for ne equirements of ESARR SRC05.2-ASP01 SRC05.2-ASP02	itutional arrangements have be national regulation compliant v ew regulations for engineering 5 par. 5.3 is expected early 20 Naviair Naviair cable", and therefore not show	een identified including identific with ESARR5 was planned, befor and technical personnel, althou 205. In the mean time, the progr Implement section 5.3.2. of E Planned Implement section 5.3.3. of Planned m in this LCIP, except SRC05.2 Implement section 5.3.2. of E	DK - Denmark cation of responsibilities and legislation to be adopted. Some of the SLoAs have been completed, other fore end of 2004. ugh already planned, has now been questioned. Clarification of the need to implement new regulations is kept as "Planned". ASP SARR 5, Edition 2.0 to be applied by operating organisations Awaiting achievement of various Regulatory Authority SLoAs (e.g. SRC05.2-REG05) * ESARR 5, Edition 2.0 to be applied by individual personnel As above MIL 2-ASP01. :SARR 5, Edition 2.0 to be applied by operating organisations	hers will be impleme ions in order to introd 04-2002 04-2002 Co	anned nted in due duce the lanned 04-2005 04-2005
ppropriate national insti me. Publication of new i owever, the need for ne equirements of ESARR SRC05.2-ASP01 SRC05.2-ASP02 Il SLoAs are "Not Applic SRC05.2-ASP01	itutional arrangements have be national regulation compliant v ew regulations for engineering 5 par. 5.3 is expected early 20 Naviair Naviair cable", and therefore not show Mil. Authority	een identified including identific with ESARR5 was planned, befor and technical personnel, althou 205. In the mean time, the progr Implement section 5.3.2. of E Planned Implement section 5.3.3. of Planned m in this LCIP, except SRC05.2 Implement section 5.3.2. of E Completed	DK - Denmark bation of responsibilities and legislation to be adopted. Some of the SLoAs have been completed, other of 2004. by already planned, has now been questioned. Clarification of the need to implement new regulateress is kept as "Planned". by as provide the second se	hers will be impleme ions in order to introd 04-2002 04-2002 Co	anned nted in due duce the lanned 04-2005 04-2005 mpleted 04-2005
ppropriate national insti me. Publication of new i owever, the need for ne equirements of ESARR SRC05.2-ASP01 SRC05.2-ASP02 Il SLoAs are "Not Applic SRC05.2-ASP01	itutional arrangements have be national regulation compliant v ew regulations for engineering 5 par. 5.3 is expected early 20 Naviair Naviair cable", and therefore not show Mil. Authority	een identified including identific with ESARR5 was planned, befor and technical personnel, althou 205. In the mean time, the progr Implement section 5.3.2. of E Planned Implement section 5.3.3. of Planned m in this LCIP, except SRC05.2 Implement section 5.3.2. of E Completed	DK - Denmark cation of responsibilities and legislation to be adopted. Some of the SLoAs have been completed, other fore end of 2004. ugh already planned, has now been questioned. Clarification of the need to implement new regulations is kept as "Planned". ASP SARR 5, Edition 2.0 to be applied by operating organisations Awaiting achievement of various Regulatory Authority SLoAs (e.g. SRC05.2-REG05) * ESARR 5, Edition 2.0 to be applied by individual personnel As above MIL 2-ASP01. ************************************	hers will be impleme ions in order to introd 04-2002 04-2002 Co 04-2002	anned nted in due duce the lanned 04-2005 04-2005 mpleted 04-2005
ppropriate national insti me. Publication of new i lowever, the need for ne equirements of ESARR SRC05.2-ASP01 SRC05.2-ASP02	itutional arrangements have be national regulation compliant v ew regulations for engineering 5 par. 5.3 is expected early 20 Naviair Naviair cable", and therefore not show Mil. Authority Identify SLV	een identified including identific with ESARR5 was planned, befa and technical personnel, althou 005. In the mean time, the progra Implement section 5.3.2. of E Planned Implement section 5.3.3. of Planned m in this LCIP, except SRC05.2 Implement section 5.3.2. of E Completed and establish national institu Completed	DK - Denmark bation of responsibilities and legislation to be adopted. Some of the SLoAs have been completed, other fore end of 2004. ugh already planned, has now been questioned. Clarification of the need to implement new regulate ress is kept as "Planned". ASP SARR 5, Edition 2.0 to be applied by operating organisations Awaiting achievement of various Regulatory Authority SLoAs (e.g. SRC05.2-REG05) ESARR 5, Edition 2.0 to be applied by individual personnel As above MIL 2-ASP01. SARR 5, Edition 2.0 to be applied by operating organisations The Danish Military Authority has equivalent requirements to those in ESARRs. REG utional arrangements to implement ESARR 5 (Edition 2.0) section 5.3 Appropriate national institutional arrangements have been identified, including the identification of responsibilities and appropriate legislation to be adapted. Identical to	hers will be impleme ions in order to introd 04-2002 04-2002 Co 04-2002	anned nted in due duce the lanned 04-2005 04-2005 mpleted 04-2005

Objective Ref.			Objective Description		Class
			State		all Progress
			Stakeholder		older Progress
SLoA Nr.	Local Scope	SLoA Progress	SLoA Description LA Nr. LA Description	Start Related Plan	Finish LA Date
SRC05.2-REG03	Document and address	the differences identified	I in SRC05.2-REG02 if national regulations are already applicable to the subject matter	04-2002	05-2003
	SLV	Completed	Corrective measures to ensure compliance with ESARR5 have been documented and new national regulatory requirements have been drafted.		
SRC05.2-REG04	Draft new or modified regulation	ns to establish the ESARF	S national framework for engineering and technical personnel undertaking operational safety related tasks	04-2002	02-2004
	SLV	Completed	New national regulation in the area covered with ESARR5 is drafted		
SRC05.2-REG05	F	ublish the new or modifie	ed regulations compliant with ESARR 5 (Edition 2.0), Section 5.3.	04-2002	10-2004
	SLV	Late	1 Publication of new national regulation compliant with ESARR5 is planned, before end of 2004. However, the need for new regulations for engineering and technical personnel, although already planned, has now been questioned. 2 Clarification of the need to implement new regulations in order to introduce the requirements of ESARR 5 par. 5.3 is expected early 2005.		03-2005
SRC05.2-REG06	Implement the requirement	s for engineering and tec	hnical personnel undertaking operational safety related tasks to be applied by designated	04-2002	04-2005
	SLV	Planned	authorities Internal set of procedures for Designated Authorities to apply ESARR5 requirements should be established. Identical to SRC05.1-REG07. However see REG05.		03-2005
SRC05.2-REG07	Develop and	implement the mechanis	ms and capability to verify compliance with the new or modified regulations	04-2002	04-2005
	SLV	Completed	Mechanism to verify compliance with regulation is established. Identical to SRC05.1-REG08.		
SRC05.2-REG08		Verify that t	he new or modified regulations are being applied	10-2004	04-2005
	SLV	Planned	Oversight function to verify application will be established. Work on this SLoA should have been initiated as of 01/2005 (identical to SRC05.1-REG09). However see REG05.		
SRC06		Implementatio	n of ESARR 6 on Software in ATM Systems (- By: 11-2006 / Agreed)		PE
			DK - Denmark	F	Planned
	ive in the ECIP2005-2009. have been initiated, and by end 05	the necessary regulation s	hould be published. Full implementation will be in time.		
			ASP	I	Planned
SRC06-ASP01			Implement ESARR 6 requirements.	11-2003	11-2006
	Naviair	Planned	Awaiting related REG deliverables.		
1 State are "Not A	anlights" and therefore not about	n in this I CID. A SD01 is su	MIL recently Linder Daview	Unc	der Review
SRC06-ASP01	Applicable", and therefore not show		Implement ESARR 6 requirements.	11-2003	11-2006
OKCOU-AGEUT	Mil. Authority	Under Review		11-2003	11-2000
				I	Planned
nis is a new Object	ive in the ECIP2005-2009.				
SRC06-REG01		Identify and establish	national institutional arrangements to implement ESARR 6.	11-2003	07-2004

Planned

Level 2

Objective Ref.			Obje	ective Description		Class
·			State		Ove	erall Progress
			Stakeholder		Stake	holder Progres
SLoA Nr.			SLoA Descri		Start	Finish
	Local Scope	SLoA Progress	LA Nr.	LA Description	Related Plar	n LA Dat
	SLV	Completed]			
SRC06-REG02			ARR 6 if national regula	ations are already applicable to the subject matter.	11-2003	02-2005
	SLV	Completed				
SRC06-REG03	Document and addre	ess the differences identifie		ational regulations are already applicable to the subject matter.	11-2004	02-2005
	SLV	Planned	This is on-going	for the time being.		
SRC06-REG04		Draft new or modified	d regulations to establi	sh the ESARR 6 national framework.	05-2005	05-2006
	SLV	Planned	This is on-going	for the time being - publishing is planned for end 2005		12-200
SRC06-REG05		Publish the ne	w or modified regulati	ons compliant with ESARR 6.	05-2005	05-2006
	SLV	Planned	As REG04			12-200
SRC06-REG06	Develop an	d implement the mechanis	ms and capability to ve	rify compliance with the new or modified regulations.	05-2005	05-2006
	SLV	Planned	Will be part of u	sual inspections and surveys		
SRC06-REG07		Verify that t	he new or modified reg	ulations are being applied.	05-2006	11-2006
	SLV	Planned	Planned			11-200
AOM11	Extend	the application of Flexil	ole Use of Airspace (FUA) principles to the lower airspace (From: 02-2003 - / A	greed)	MN
			DK - Denmark		C	Completed
	implemented in Denmark seve	eral years ago. Note that in D	enmark no distinction is	made between upper and lower airspace in application of FUA, so the	Overall State Progress is	put as
ompleted".			ASP			Completed
SLoAs are "Comple	ted", so not to be shown in the	Detailed Objectives Descript				
			MIL			Completed
SLoAs are "Comple	ted", so not to be shown in the	Detailed Objectives Descript	ion.			
AOM16		Extend collaborative	civil-military airspac	e planning with neighbours (From: 10-2004 - / Agreed)		MN
			DK - Denmark			Planned
aviair is awaiting agre	ement with neighbours. There	are ongoing negotiations wit		nt is expected early 2005.		
			ASP			Planned
AOM16-ASP01		Ар	ply common procedur	es and guidelines	10-2004	-
	Naviair	Planned	1 There are ongoi	ng negotiations with AVINOR - an agreement is expected early 2005.		
		· · · ·	2 Further awaiting	outcome of AOM16-AGY01, initially foreseen for October 2004 but no))//	

MIL In line with Naviair statements. No SLoAs are shown.

Objective Ref.			Objective Description		Clas
			State	Overa	all Progress
			Stakeholder	Stakeho	older Progre
SLoA Nr.			SLoA Description	Start	Finish
	Local Scope	SLoA Progress L	A Nr. LA Description	Related Plan	LA Da
ATC06		Implement ATC air-gro	ound data link services (Phase 1) (From: 06-2003 By: 12-2007 / Agreed)		MN
			DK - Denmark	Partiall	ly Complet
ere is no final plan r COPENHAGEN A	for ACC COPENHAGEN, since Airport KASTRUP, transition to	e no capacity gain is needed or fo	nation Service) is in operation at COPENHAGEN Airport KASTRUP for ACARS equipped aircraft con preseen from LINK2000+ for ACC. lata link Service Providers SITA and ARINC. rtially Completed".	npliant with ARINC	623 protoco
			ASP	Partial	ly Complete
ATC06-ASP01			Upgrade ground ATC systems	12-2002	12-2007
	Naviair	Partially Completed	Delivery of DCL and D-ATIS via data link is in operation at COPENHAGEN Airport KASTRUP, for ACARS equipped aircraft compliant with ARINC 623 protocol. For ACC, there is no final plan.		
ATC06-ASP02		08-2001	12-2007		
	Naviair	No Plan	For COPENHAGEN Airport KASTRUP, the transition to VDL Mode 2 will depend on the data link service providers SITA and ARINC. For ACC, see ATC06-ASP01.		
ATC06-ASP03		Train cont	rollers to use air-ground data link services	01-2002	12-2007
	Naviair	Partially Completed	For COPENHAGEN Airport KASTRUP, ATCOs have been trained before operation. For ACC, refer to ATC06-ASP01.		
			REG	Cc	ompleted
ATC06-REG02		Approve the o	perational use of air-ground data link services	06-2001	12-2007
	SLV	Completed	Operational use of functions as reflected in ATC06-ASP01 has been approved.		
COM02		Expansion of the u	use of 8.33 kHz VHF frequency channels (- By: 10-2002 / Achieved)		MN
			DK - Denmark	Co	ompleted
			nsidered fully Completed in DK, thus no SLoAs are shown in this LCIP.		

COM03	Implement 8.33 kHz channel spacing above FL-195 (From: 10-2006 By: 07-2008 / Tentative)	MN
	DK - Denmark	-
This (new) Objective	is not yet mature and/or lacking deliverables. As the Objective is still Tentative, the Overall State Progress will remain empty.	
	ASP	-
This (new) Objective	is not yet mature and/or lacking deliverables - no SLoAs to be shown in this LCIP.	
	MIL	-
This (new) Objective	is not yet mature and/or lacking deliverables - no SLoAs to be shown in this LCIP.	
	REG	-
This (new) Objective	is not yet mature and/or lacking deliverables - no SLoAs to be shown in this LCIP.	

bjective Ref.			Objective Description		Class
			State	Over	all Progress
			Stakeholder	Stakeh	older Progre
SLoA Nr.	1 10		SLoA Description	Start	Finish
	Local Scope	SLoA Progress L	A Nr. LA Description	Related Plan	LA Da
COM06	Migra	ate to ATS-Qsig digital sig	gnalling for ground telephone applications (From: 01-2003 By: 12-2008 / Agreed)		MN
			DK - Denmark		Planned
			t Naviair proposes that Eurocontrol forms a subgroup under COMT to co-ordinate the transition. It is planned to be operational early 2006.		
			ASP		Planned
om 01/2007 Naviair wi	ill have the capability to migrate	e to ATS-Qsig. Yet Naviair pro	poses that Eurocontrol forms a subgroup under COMT to co-ordinate the transition.		
COM06-ASP01		Develop busines	ss and safety cases for the migration to ATS-Qsig	01-2003	12-2007
	Naviair	Planned	Planned before 2007		01-20
COM06-ASP02		Pro	ovide VCSs which support ATS-Qsig	01-2003	12-2008
	Naviair	Planned	Planned before 2007		01-20
COM06-ASP03	Train	ATS Technical staff on the	ATS-Qsig signalling Standard and the new VCS system as required.	01-2003	12-2008
	Naviair	Planned	Planned before 2007		01-20
COM06-ASP04		Get author	rization from national regulator as required.	01-2003	12-2008
	Naviair	Planned			
			MIL		Planned
	ATS systems at military air ba	ç	It is planned to be operational early 2006.		
COM06-ASP01			ss and safety cases for the migration to ATS-Qsig	01-2003	12-2007
	Mil. Authority	Planned	TACDEN will modernize ATS systems at military air bases which includes ATS Qsig. It is planned to be operational early 2006.		
COM06-ASP02		Pro	ovide VCSs which support ATS-Qsig	01-2003	12-2008
	Mil. Authority	Planned	Part of the modernisation project mentioned above.		
COM06-ASP03	Train	ATS Technical staff on the	ATS-Qsig signalling Standard and the new VCS system as required.	01-2003	12-2008
	Mil. Authority	Planned	Part of the modernisation project mentioned above.		
COM06-ASP04		Get autho	rization from national regulator as required.	01-2003	12-2008
	Mil. Authority	Not Applicable	Same as Naviair		
NAV08	Enable Implem	nentation of approach pro	ocedures with vertical guidance using SBAS (ICAO APV I&II) (From: 01-2006 - / Ter	itative)	MN
·	· · · · · · · · · · · · · · · · · · ·		DK - Denmark		No Plan
s Tentativé Objective	is considered not yet mature a	and/or lacking deliverables - th	us no SLoAs are shown in this LCIP, and the Progress remains "No Plan" like in previous Edition of ASP		No Plan
s Tentative Objective	is considered not yet mature a	and/or lacking deliverables - th	us no SLoAs are shown in this LCIP, and the Progress remains "No Plan" like in previous Edition of		

Objective Ref.			Obj	ective Description		Class
			State		Overall	Progress
			Stakeholder			der Progress
SLoA Nr.			SLoA Descri	ption	Start	Finish
	Local Scope	SLoA Progress	LA Nr.	LA Description	Related Plan	LA Date
			REG		No	Plan
This Tentative Object	tive is considered not yet mature and	d/or lacking deliverables -	thus no SLoAs are show	wn in this LCIP, and the Progress remains "No Plan" like in previo	ous Edition of the LCIP.	
SUR02		Implement Mo	ode S elementary su	rveillance (From: 01-2003 By: 03-2005 / Agreed)		MN
			DK - Denmark		Pla	nned
				s Description. However, some further information is available for L	Denmark:	
Implementation of M Since some vears, a	ode S Elementary Surveillance is pla Il new installed radars are MSSR, pre	nned for the purpose of <i>u</i> epared to be upgraded to	Ipgrading ground ATC S Mode S. The implement	ystem. tation of Mode S technologies will be implemented if justified by a	cost / benefit study. Although Den	mark is not
part of the Applicabil	ity Area, the Overall State Progress i	's put as "Planned". Howe	ever, it is recognised that	t this Objective has Pan-European connotations in terms of aircra	ft equipment.	
			ASP		Pla	anned
See Overall State Pr	ogress Description.					
AOM12		Extend FUA		ace management (From: 10-2004 - / Tentative)		H
			DK - Denmark		No	Plan
	tive is considered not yet mature and (is awaiting the outcome of AGY SLC		thus no SLoAs are show	wn in this LCIP, and the Progress remains "No Plan" like in previc	us Edition of the LCIP.	
			ASP		No	Plan
This Tentative Object	tive is considered not yet mature and	d/or lacking deliverables -	thus no SLoAs are show	wn in this LCIP, and the Progress remains "No Plan" like in previo	us Edition of the LCIP.	
			MIL			Plan
This Tentative Object	tive is considered not yet mature and	d/or lacking deliverables -	thus no SLoAs are show	wn in this LCIP, and the Progress remains "No Plan" like in previo	us Edition of the LCIP.	
AOM13	Harm	onise Operational Ai	r Traffic (OAT) and G	General Air Traffic (GAT) handling (- By: 01-2007 / Ten	tative)	Н
			DK - Denmark		Νο	Plan
This Tentative Obied	tive is considered not vet mature and	d/or lacking deliverables -		wn in this LCIP. and the Progress remains "No Plan" like in previo		
	is awaiting the outcome of several A					
			ASP		Nc	Plan
This Tentative Object	tive is considered not yet mature and	d/or lacking deliverables -	thus no SLoAs are show	wn in this LCIP, and the Progress remains "No Plan" like in previo	bus Edition of the LCIP.	
			MIL		No	Plan
This Tentative Object	tive is considered not yet mature and	d/or lacking deliverables -	thus no SLoAs are show	wn in this LCIP, and the Progress remains "No Plan" like in previo	us Edition of the LCIP.	
			REG		No	Plan
This Tentative Object	tive is considered not yet mature and	d/or lacking deliverables -	thus no SLoAs are show	wn in this LCIP, and the Progress remains "No Plan" like in previo	us Edition of the LCIP.	
AOP01	Implen	nent Airside capacity	<u>enhancement</u> quide	elines and Implementation manual (From: 01-2002 - / A	Aareed)	

Level 2

bjective Ref.				bjective Description		Clas
			State			all Progres
			Stakeholder			older Progre
SLoA Nr.			SLoA Des		Start Delated Diam	Finish
	Local Scope	SLoA Progress	LA Nr.	LA Description	Related Plan	LA Da
			DK - Denma	rk		Planned
	OL "Guidelines on Runway Capacity Enl	hancement" have bee	n studied and appropr	iate enhancement issues have been identified for possible implementation. The iss	ue is completed f	or Naviair and
A for MIL.			400		_	Discussed
			APO			Planned
OP01-APO01		Apply Airside cap	<u> </u>	uidelines and implementation manual	04-2002	-
	COPENHAGEN Airport KASTRUP	Planned		ONTROL "Guidelines on Runway Capacity Enhancement" have been studied		
				iate enhancement issues have been identified for possible implementation.		
				on Service Provider (Naviair).		
OP01-APO02		Meas	sure ROTs and Pilot i	reaction times indicators	11-2002	-
	COPENHAGEN Airport KASTRUP	Planned		ONTROL "Guidelines on Runway Capacity Enhancement", Section 2, "Runway Time (ROT)", is being studied to identify possible practice(s) to be implemented.		
			ASP		C	Completed
OP01-ASP01	Familia	arise airport controll	ers in the application	n of guidelines and the implementation manual	11-2002	-
	Naviair	Completed				
			MIL		No	t Applicable
OP01-USE01	Familiarise aircro	ew in the application	of Airside capacity	enhancement guidelines and the implementation manual	11-2002	-
	Mil. Authority	Not Applicable		at Military Airports.		
		••		· · ·		
AOP02	Implement	t use of a methodo	ology for Airport A	irside Capacity Analysis (eg CAMACA) (From: 02-2003 - / Agreed)		H
			DK - Denma	rk	C	ompleted
MACA is now in	use at Kastrup Airport					
			APO		C	Completed
OP02-APO01		Intro	duce the use of an ar	nalysis methodology tool	12-2002	-
	COPENHAGEN Airport KASTRUP	Completed	CAMACA is	now in use at Kastrup Airport		
AOP02-APO02	Anal	yse capacity to esta	blish the declared ca	pacity for operations and strategic planning	02-2003	-
	COPENHAGEN Airport KASTRUP	Completed	Same as ab	ove		
			ASP		C	Completed
OP02-ASP01	Use the capac	ity values as analys	ed to establish the de	eclared capacity for operations and strategic planning	02-2003	-
	Naviair	Completed		now in use at Kastrup Airport		
	, ta tian	Completed	0,			

Objective Ref.			Objective Description		Class
_		_	State Stakeholder		II Progress Ider Progress
SLoA Nr.			SLOA Description	Start	Finish
	Local Scope	SLoA Progress	LA Nr. LA Description	Related Plan	LA Date
			DK - Denmark	Co	mpleted
A-SMGCS is operat	ional since December 2004 at Kastrup	. Therefore, although the	e Objective is Tentative, DK considers the Objective "Completed".		
			APO	Co	mpleted
A-SMGCS is operation	ional since December 2004 at Kastrup	. Therefore, although the	e Objective is Tentative, DK considers the Objective "Completed".		
			ASP	Co	mpleted
A-SMGCS is operation	ional since December 2004 at Kastrup	b. Therefore, although the	e Objective is Tentative, DK considers the Objective "Completed".		
	innel since December 2004 - 1 Key t	Therefore although th	REG	Co	mpleted
A-SIVIGUS IS operation	ional since December 2004 at Kastrup	o. Therefore, although the	e Objective is Tentative, DK considers the Objective "Completed".		
AOP05		Implement airport C	Collaborative Decision Making (CDM) (From: 01-2004 By: 01-2008 / Agreed)		Н
			DK - Denmark	N	o Plan
laviair is participati	ng to the Nordic SWIM Project, which	is currently performing a			
There is no informa	tion available on the progress of this C	bjective from the side of			
	tion available on the pressure of this (hiadina Na Cladata h	APO	N	o Plan
nere is no iniorna	tion available on the progress of this C	bjective. No SLOAS to be			a Dian
			ASP	N	lo Plan
AOP05-ASP01		-	CPIs at local level, specific to ANS provider in accordance with CDM manual guidelines	01-2004	-
	Naviair	No Plan	Naviair is participating to the Nordic SWIM Project, which is currently performing a feasibility study.		
AOP05-ASP02	Define and implement local ANS p		tion sharing through Letters of Agreement (LoAs and/or Memorandum of Understanding (MoU) accordance with CDM Manual guidelines	01-2004	-
	Naviair	No Plan	Same as AOP05-ASP01		
AOP05-ASP03	Define and in	nplement local procedu	ures for turnaround processes in accordance with CDM manual guidelines	01-2004	-
	Naviair	No Plan	Same as AOP05-ASP01		
AOP05-ASP04		-	ure Airport performance in accordance with CDM manual guidelines	01-2004	-
	Naviair	No Plan	Same as AOP05-ASP01		
ATC02.1	Implement	ground based safety	/ nets - Short Term Conflict Alert (STCA) - level 1 (From: 12-1998 By: 12-2005 / Agreed)		H
			DK - Denmark	Co	mpleted
he Short Term Co	nflict Alert (STCA) part of this Objective	e has been implemented	l in Denmark.		
			ASP	Co	mpleted
bjective fully 'Com	pleted' - no SLoAs to be shown in this	LCIP.			

	nrried out in 2003 on Area Proximity W		DK - De	enmark ude Warning (MSAW) turned out negative. New software has been implemented in 2004 a	and will be validated	anned I in 2005 for Ianned
ATC02.3					DI	
ATC02.3		mplement ground b	ased safetv n	nets - Area Proximity Warning (APW) (From: 12-1998 - / Agreed)		Н
The ASP SLoAs is ta	aken care of by the Service Provider ((Naviair) - no SLoAs to I				-ppriouble
			M	'		Applicable
SLoA Nr.	Local Scope	SLoA Progress	LA Nr.	oA Description LA Description	Start Related Plan	Finish LA Dat
			Stakeh			Ider Progres
			Sta	ate	Overal	II Progress
				Objective Description		Class

			DK - Denmark		Planned
ame comments apply	as for ATC02.3.				i lailitea
			ASP		Planned
ATC02.4-ASP01		Implement Minim	um Safe Altitude Warning (MSAW) for ACCs and TMAs	12-1998	-
	COPENHAGEN TMA / COPENHAGEN ACC	Planned	Same as ATC02.3-ASP01]	
ATC02.4-ASP02		12-2003	-		
	Naviair	Planned	Awaiting outcome of Agency SLoA, foreseen for 12/2003 but now postponed to 12/2004.]	
ATC02.4-ASP03	Implement MSAW for final approach path monitoring				-
	COPENHAGEN TMA	Planned	As above ATC02.4-ASP01]	
			MIL	N	ot Applicab

ATC03	Implement automated ground-ground coordination (From: 12-1998 - / Agreed)	Н
	DK - Denmark	Partially Completed
Most of the SLoAs re	elated to this Objective have been implemented, and some will be further implemented with DATMAS. The ASP08 is however not planned.	

Objective Ref.			Objective Description		Class
· · ·			State	Overal	Progress
			Stakeholder	Stakehol	der Progress
SLoA Nr.			SLoA Description	Start	Finish
	Local Scope	SLoA Progress	LA Nr. LA Description	Related Plan	LA Date
			APO	Con	npleted
rovision of automatic	co-ordination with the Airport Sys	tem for ground moveme	nt handling and arrival/departure times is implemented. No SLoAs to be shown.		
			ASP	Partially	Completed
ATC03-ASP01		Impleme	nt basic co-ordination support between ATC units	01-1995	-
	COPENHAGEN TMA	Completed			
ATC03-ASP02		Implemer	nt communication support for flight data exchange	01-1995	-
	COPENHAGEN TMA / COPENHAGEN ACC	Completed			
ATC03-ASP03		Implement of	co-ordination support between civil and military units	12-1995	-
	COPENHAGEN ACC	Completed			
ATC03-ASP04		Permit co-c	ordination support between ATC and airport services	12-1998	-
	COPENHAGEN TMA / COPENHAGEN ACC	Completed	Provision of automatic co-ordination with the Airport System for ground movement handling and arrival/departure times is implemented.		
ATC03-ASP05		Implement automa	tic co-ordination support between ATC and airport systems	12-2001	-
	COPENHAGEN TMA	Completed	Provision of automatic co-ordination with the Airport System for ground movement handling and arrival/departure times is implemented.		
ATC03-ASP06	In	plement co-ordination	update and pre-departure co-ordination & co-ordination dialogue	12-1995	-
	COPENHAGEN ACC	Planned	This will be implemented with DATMAS.	DATMAS	01-2007
ATC03-ASP07		Imp	lement transfer of communication procedure	12-1995	-
	COPENHAGEN ACC	Planned	This will be implemented with DATMAS.	DATMAS	01-2007
ATC03-ASP08		Impleme	ent co-ordination support for arrival management	12-2002	-
	COPENHAGEN ACC	No Plan			
			MIL	Con	npleted
ATC03-ASP02		Implemer	nt communication support for flight data exchange	01-1995	-
	Mil. Authority	Completed	As this SLoA does not imply SYSCO Level 1, it can be considered as Completed,]	
ATC03-ASP03		Implement o	co-ordination support between civil and military units	12-1995	-
	Mil. Authority	Completed	All flight plans are sent to the military.]	
		Achieve	required reder concretion minime (From, 12,1000 / Achieved)		
ATC04		Achieve	e required radar separation minima (From: 12-1998 - / Achieved)		E E

Objective Ref.	Objective Description						Class
	State						II Progress
	Stakeholder						Ider Progress
SLoA Nr.	SLoA Description				Sta	t	Finish
	Local Scope	SLoA Progress	LA Nr.	LA Description	Rela	ed Plan	LA Date
			Dł	K - Denmark		Co	mpleted
				ing the use of a 2.5 / 3 / 5 NM and 5 / 10 NM separation minima in COPENHAGEN FIR fo nt radar transfer between sectors and all adjacent ACCs.	or TMAs and Er	n-route, re	spectively.

Only exception is in respect of SCOTTISH ACC, where a silent radar transfer of 20 NM is applied, due to UK radar range limitation.

With a 3 NM radar separation applied in COPENHAGEN TMA within 30 NM from the radar antenna, an extension to allow application of the 3 NM radar separation for the whole COPENHAGEN TMA is not considered cost beneficial in light of the full achievement of defined performance targets. This Objective, which was already considered 'Achieved' in the ECIP 2004-2008, is also considered fully Completed in DK, thus no SLoAs are shown in this LCIP.

ASP

Completed

This Objective was already considered 'Achieved' in the ECIP2004-2008. Objective fully 'Completed' - no SLoAs to be shown in this LCIP.

ATC07	Implement arrival management tools (From: 12-1998 - / Agreed)		Н
	DK - Denmark		Completed
A system to provide a flow of arrival traffic.	arrival sequencing and metering has been implemented. The system proposes a strategy to the ACC and APP controllers for sequencing and metering arriving flight	s, in order to o	otimise the overall
	ASP		Completed
SLoAs that are comp	leted and with no further explanation are not shown.		
ATC07-ASP01	Implement initial arrival management tools	12-1998	-
	COPENHAGEN TMA / Completed COPENHAGEN ACC A system to provide arrival sequencing and metering has been implemented. The system proposes a strategy to the ACC and APP controllers for sequencing and metering of arriving flights, in order to optimise the overall flow of arrival traffic.		
	REG		Completed
ATC07-REG01	Publish regulation on arrival management tools operation	01-2007	-
[SLV Completed Sequencing and metering system in Copenhagen Kastrup was approved in 1999		
ATC12	Provide automated support for conflict detection (From: 01-2003 - / Tentative)		Н
	DK - Denmark		No Plan
This Tentative Object	tive is considered not yet mature and/or lacking deliverables - thus no SLoAs are shown in this LCIP, and the Progress remains "No Plan" like in previous Edition of	the LCIP.	
	ASP		No Plan
This Tentative Object	tive is considered not yet mature and/or lacking deliverables - thus no SLoAs are shown in this LCIP, and the Progress remains "No Plan" like in previous Edition of	the LCIP.	
ATC13	Implement automated support for conflict resolution (From: 01-2007 - / Tentative)		Н
AICIS			
	DK - Denmark		No Plan
This Tentative Object	tive is considered not yet mature and/or lacking deliverables - thus no SLoAs are shown in this LCIP, and the Progress remains "No Plan" like in previous Edition of	the LCIP.	
	ASP		No Plan

This Tentative Objective is considered not yet mature and/or lacking deliverables - thus no SLoAs are shown in this LCIP, and the Progress remains "No Plan" like in previous Edition of the LCIP.

Objective Ref.			Objective Description		Class
			State	Overa	II Progress
			Stakeholder	Stakeho	Ider Progress
SLoA Nr.			SLoA Description	Start	Finish
	Local Scope	SLoA Progress	LA Nr. LA Description	Related Plan	LA Date
			REG	N	lo Plan
This Tentative Object	tive is considered not yet mature and/o	r lacking deliverables - t	hus no SLoAs are shown in this LCIP, and the Progress remains "No Plan" like in previous Edition of th		
`					
COM05	Migrate	from AFTN/CIDIN to	AMHS for international communications (From: 01-2002 By: 12-2007 / Agreed)		Н
			DK - Denmark	Partially	y Completed
	ssary capability. Migration with partners lans exist for the moment.	s that will have the nece	ssary capability is expected during 2005.		
			ASP	Partiall	y Completed
Naviair has the nece	ssary capability. Migration with partners	s that will have the nece	ssary capability is expected during 2005.		
COM05-ASP01		Implement	AMHS capability and gateway facilities to AFTN	01-2002	12-2007
	Naviair	Partially Completed			
COM05-ASP02		In	nplement regional boundary gateways	01-2002	12-2007
	Naviair	Partially Completed			
COM05-ASP03	Imp	plement gateway betwe	een national non-AMHS network (other than AFTN) and AMHS	01-2002	12-2007
	Naviair	Partially Completed			
			MIL	N	lo Plan
For the Military, no p	lans exist for the moment.				
COM05-ASP01			AMHS capability and gateway facilities to AFTN	01-2002	12-2007
	Mil. Authority	No Plan			
DPS01		Implement	Flight Data Processing (FDP) core functionality (/ Agreed)		Н
EI SVI		Implement			
	· · · · · · · · · · · · · · · · · · ·		DK - Denmark		y Completed
Most of the actions r advanced level of op	elated to this objective have been imple erational Human Machine Interface. Pe	emented. Studies have b ending issues will be imp	peen initiated aiming at the introduction of the advanced level of SSR code assignment, flight plan upda plemented with DATMAS in 2007.	ate, and introduction	of the
			ASP	Partial	y Completed
'Completed' SLoAs a	re not shown in the Detailed Objectives	s Description.			
DPS01-ASP02	Imp	element automatic assi	gnment and management of SSR codes according to ORCAM	-	12-1995
	COPENHAGEN TMA /	Partially Completed	1 Former Obj 5.1.2 Basic level is achieved		
	COPENHAGEN ACC		2 Former Obj 5.1.2 advanced level will be achieved with DATMAS	DATMAS	01-2007
DPS01-ASP03			Implement flight data update	01-1995	-
	COPENHAGEN ACC	Partially Completed	1 Former Obj 5.1.3 Basic level is achieved		
			2 For the former Obj 5.1.3 advanced level, the possibility to implement "enhanced OLDI" prior to DATMAS is being studied	DATMAS	01-2007
DPS01-ASP10		Impler	nent operational human machine interface	01-1995	-

Objective Ref.			Objective Description		Class
			State State		II Progress
SLoA Nr.			Stakeholder SLoA Description	Stakeno	Ider Progress Finish
	Local Scope	SLoA Progress	LA Nr. LA Description	Related Plan	LA Date
	COPENHAGEN TMA /	Partially Completed	1 Former Obj 5.16.3 basic level is achieved		
	COPENHAGEN ACC	-	2 Former Obj 5.16.3 advanced level will be achieved with DATMAS	DATMAS	01-2007
DPS01-ASP18			Implement dynamic route processing	01-2004	-
	COPENHAGEN ACC	No Plan			
DPS01-ASP19		Implement counter	-proposal co-ordination for ATC internal communication	01-1995	-
	COPENHAGEN ACC	Planned	This will be implemented with DATMAS	DATMAS	01-2007
			MIL	Not	Applicable
Mil. Authority has no	ATM Service Provision role, so the A	SP SLoA is "Not Applica	ble" and not detailed in the Detailed Objectives Description.		
ENV01	Implem	ent Basic Continuo	us Descent Approach (BCDA) procedures (From: 04-2004 By: 01-2008 / Tentative)		H
	mpiem				
This Tantative Ohios			DK - Denmark		o Plan
This Tentative Objec	tive is considered not yet mature and/	or lacking deliverables -	thus no SLoAs are shown in this LCIP, and the Progress remains "No Plan" like in previous Edition of		la Dian
This Tentative Object	tive is considered not vet mature and/	or lacking deliverables -	APO thus no SLoAs are shown in this LCIP, and the Progress remains "No Plan" like in previous Edition of		lo Plan
		or racking activerables			e Dien
This Tentative Object	tive is considered not vet mature and/	or lacking deliverables -	ASP thus no SLoAs are shown in this LCIP, and the Progress remains "No Plan" like in previous Edition of		lo Plan
		or radiing deriverables			
ENV02	Impleme	nt Collaborative Env	vironmental Management (CEM) at Airports (From: 09-2004 By: 01-2008 / Tentative)		Н
			DK - Denmark	N	o Plan
This Tentative Objec	tive is considered not yet mature and/	or lacking deliverables -	thus no SLoAs are shown in this LCIP, and the Progress remains "No Plan" like in previous Edition of	the LCIP.	
			APO		lo Plan
This Tentative Objec	tive is considered not yet mature and/	or lacking deliverables -	thus no SLoAs are shown in this LCIP, and the Progress remains "No Plan" like in previous Edition of	the LCIP.	
			ASP		lo Plan
This Tentative Objec	tive is considered not yet mature and/	or lacking deliverables -	thus no SLoAs are shown in this LCIP, and the Progress remains "No Plan" like in previous Edition of	the LCIP.	
HUM02	Implement har	monised selection, r	recruitment, training and development of ATM staff (From: 12-2000 By: 12-2007 / Agre	ed)	Н
			DK - Denmark	Partially	y Completed
Most of the SLoAs re	elated to this Objective have been imp	lemented - only the issu	e related with personal/career development is still "Planned", for 2005.		, completed
			ASP	Partiall	y Completed
SLoAs that are comp	leted and with no further explanation	are not shown.			
HUM02-ASP02		Use common co	re training syllabi and commonly based training plans	01-2001	12-2007
	Naviair	Completed	Guidelines for common core content and training objectives for ATCO training are applied.		
HUM02-ASP07		Use	methods for personal/career development	12-2000	12-2007

Objective Ref.		Objective Description				Class
				State	Overa	all Progress
				Stakeholder	Stakeho	older Progress
SLoA Nr.				SLoA Description	Start	Finish
	Local Scope	SLoA Progress	LA Nr.	LA Description	Related Plan	LA Date
	Naviair	Planned		A database containing personnel qualifications will be finalised end 2004. During 2005 a plan for extra education will be elaborated.]	
				MIL	Not	Applicable
Mil. Authority has no	ATM Service Provision role, so the	ASP SLoAs are Not App	olicable" a	nd not detailed in the Detailed Objectives Description.		

HUM03		Fully integrate human fa	ctors into the lifecycle of ATM systems (From: 01-2000 By: 12-2007 / Agreed)		Н
			DK - Denmark		Completed
This Objective is conside	ered fully Completed. For some	e SLoAs, equivalent means o	f compliance have been used.		
			ASP		Completed
HUM03-ASP01		Apply human	error management, guidelines, methods and tools	06-2000	12-2007
	Naviair	Completed			
HUM03-ASP02	Use the repos	sitory of methods and tools	for human factors integration and apply guidelines for human factors cases	11-2000	12-2007
	Naviair	Completed	Equivalent means of compliance.		
HUM03-ASP03		Apply the toolkit for the	assessment of human contribution to system performance	10-2001	12-2007
	Naviair	Completed	Equivalent means of compliance.		
HUM03-ASP04	Apply guidance mat	erial, methods and tools to	capture HMI requirements and to design and evaluate new ATM working positions	01-2001	12-2007
	Naviair	Completed	The working positions and associated HMI for DATMAS have been developed in close		
			collaboration with EEC Bretigny (DSI Project)		
			MIL	1	Not Applicable
Mil. Authority has no ATM	A Service Provision role, so th	ne ASP SLoAs are Not Applica	able and not detailed in the Detailed Objectives Description.		

HUM04		mplement the Europear	n Air Traffic Controller licensing scheme (From: 10-2000 By: 11-2003 / Agreed)		Н
			DK - Denmark	Partia	ally Completed
As this will be part of	the ESARR 5 implementation, wi	th implementation dates ear	ly 2004 and 2005, most actions are now Completed. Full completion planned for end 2005.		
			ASP		Planned
SLoAs that are comp	leted and with no further explanat	tion are not shown.			
HUM04-ASP04	Imp	Implement the requirements for European Class 3 Medical Certification of Air Traffic Controllers			
	Naviair	Planned	Originally awaiting implementation of HUM04-REG06, now foreseen for:		12-2005
HUM04-ASP05		Impler	nent the European ATCO Licensing Scheme	10-2001	11-2003
	Naviair	Planned	Originally awaiting implementation of HUM04-REG05, now foreseen for:		12-2005
			MIL	No	ot Applicable
All ASP and REG SL	oAs are taken care of by the Serv	vice Provider (Naviair) and th	ne Regulator (SLV) - no SLoAs to be shown.		

Objective Ref.			Objective Description		Class
			State	Over	all Progress
			Stakeholder	Stakeh	older Progres
SLoA Nr.			SLoA Description	Start	Finish
	Local Scope	SLoA Progress L/	A Nr. LA Description	Related Plan	LA Da
			REG	Partia	Illy Complete
Ill completion planned	for end 2005.				
HUM04-REG01		1	blish national preparatory task force	10-2001	11-2003
	SLV	Completed			
HUM04-REG02			g courses satisfy the common core content syllabi	10-2001	11-2003
	SLV	Completed	Part of the ESARR 5 implementation - now completed.		01-20
HUM04-REG03			Approve unit training plans	10-2001	11-2003
	SLV	Completed	Part of the ESARR 5 implementation - now completed.		01-200
HUM04-REG04		1	ne body to administer the licensing scheme	10-2001	11-2003
	SLV	Completed	Done by the existing organisation.		
HUM04-REG05			equirements for the European ATCO Licensing Scheme	10-2000	11-2003
	SLV	Completed	Part of the ESARR 5 implementation - now completed.		
HUM04-REG06	Impler	nent regulatory requirements	for European Class 3 Medical Certification of Air Traffic Controllers	11-2002	11-2003
	SLV	Completed	Part of the ESARR 5 implementation - now completed.		
HUM04-REG07		Ensure safety oversight for the	he implementation of the European ATCO Licensing Scheme	11-2002	11-2003
	SLV	Partially Completed	Can be considered partially completed, as service providers have been given 1 year to satisfy the requirements of ESARR 5.1		
HUM04-REG08	Ensure safety oversig	ht for the implementation of the	he requirements for European Class 3 Medical Certification of Air Traffic controllers	11-2002	11-2003
	SLV	Partially Completed	as above REG07		
INF02		Implement	ISO 9001:2000 in AIS (From: 06-1999 By: 12-2003 / Agreed)		Н
			DK - Denmark	C	ompleted
	ieved in November 2002. Des SLV is in charge, not Naviair.	spite the fact that TACDEN has	no concrete plans on this issue, the Overall State Progress can be put as "Completed".		
ole that for this issue, s	SEV IS IN Charge, Not Naviair.		ASP	Not	t Applicable
DK, this Objective is ta	aken care of by the Regulator	Authority SLV (see REG-SLOA	As sheet), and so the subsequent SLoAs are not dealt with hereunder.		
			MIL		No Plan
INF02-MIL01		Reference and/o	r implement SDP in States military procedures	01-2002	12-2003
	Mil. Authority	No Plan	Note that, for AIS, the Danish Military Authority does not play a similar or equivalent role to that of civil ANSPs, so Progress is put as "No Plan".		
INF02-MIL02		Imple	ement QMS in military AIS operations	06-2000	12-2003
	Mil Authority	No Plan	As above		
	Mil. Authority	INU FIAIT			

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Exercise : 2005-2009
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Stakeholder Stakeholder SLoA Ner. Local Scope SLoA Progress LA NE Stace Ander Independent SD Nis States procession Related Plan INF02-ASP01 Reference and/or independent SD Nis States procedures 01-2002 SLV Completed Reference and/or independent SD Nis States procedures 01-2002 INF02-ASP02 Implement SD ONS and achieve certification 06-2000 06-2000 06-2000 INF03 Implement SD ONS and achieve certification 06-2000 06-200 06-2000	Clas		Objective Description	Objective Ref.
SLOA Nr. Start Index Start Index Start Index Start Index Related Plan INF02-ASP01 SLOA Progress LA. Nr. Completed in Tegeners IDD in State procedures against State Data Procedures has been procedures against State Data Procedures (PDP are referenced) 01:2002 INF02-ASP02 SLV Completed Informat. The State Data Procedures (PDP are referenced) 06:2000 06:2000 INF02-ASP02 Implement INFORMATION State Data Procedures (PDP are referenced) 06:2000 06:2000 INF03 SLV Completed Information (From: 06:2000 By: 12:2005 / Agreed) 06:2000 INF03 Implement Improved aeronautical information (From: 06:2000 By: 12:2005 / Agreed) Partially C State Data Procedures (PDP) are referenced by the provision of IOAO Amers 15: For Mill. there is taken care of by the Regulatory Authority SLV (see REG-SL0AS sheer), and so the subsequent SLoAs are not dealt with hereunder. Not Apple INF03 Information (From: SLOA Procedures (PDP) Not Apple INF03-ASP05 Assess AIS against the performance criteria for AIS service levels 03:2002 INF03-ASP05 Assess AIS against the performance criteria for AIS service levels 03:2002 INF03-ASP05 Mil. Authority No Plan Information (From: SLOA Pr	all Progres	Overa	State	•
INF02-ASP01 Related Plan Related Plan INF02-ASP01 Reference and/or implement SDP in States procedures gains State Data Procedures have procedures gains State Data Procedures have performed. The State Data Procedures gains State Data Procedures have performed. The State Data Data Data Data Data Data Data	older Progre	Stakeho	Stakeholder	
INF02-ASP01 Completed Comparative assessment of procedures against Static Data Procedures has been performed. The Static Data Procedures (SDP) are referenced in the working procedures). INF02-ASP02 SLV Completed [SO 0000 Quality Management Stytem in AIS and ISO 9001/2000 critification achieved in: INF03 SLV Completed [SO 0000 Quality Management System in AIS and ISO 9001/2000 critification achieved in: INF03 INF03 Completed [SO 0000 Quality Management System in AIS and ISO 9001/2000 Critification achieved in: INF03 INF03 Completed [SO 0000 Quality Management System in AIS and ISO 9001/2000 Critification achieved in: INF03 INF03 Completed [SO 0000 Quality Management System in AIS and ISO 9001/2000 Critification achieved in: INF03 INF03 Completed [SO 0000 Quality Management System in AIS and ISO 9001/2000 Critification achieved in: INF03 INF03 Second System in AIS on ISO 9001/2000 Critification achieved in: Not Api INF03 MiL Authority SLV (see REG-SLAs shee) , and so the subsequent SLAs are not dealt with hereunder. Not Api INF03 MiL Authority No Plan Not Api No I INF03-ASP03 Assess AIS against the performance criteria for AIS service levels 03-2002 Implement and	Finish			SLoA Nr.
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INF03-ASP04 Implement and provide the eAIP 12-2002 SLV Planned Planned:	12-2004	09-2003	Implement data content guidelines	INF03-ASP03
SLV Planned Planned:			SLV Completed	
	12-2005	12-2002	Implement and provide the eAIP	INF03-ASP04
	09-20		SLV Planned Planned:	
INF03-ASF05 Assess AIS against the performance criteria for AIS service levels 03-2002	-	03-2002	Assess AIS against the performance criteria for AIS service levels	INF03-ASP05

Objective Ref.			Objective Description		Class
			State	Over	all Progress
			Stakeholder		older Progress
SLoA Nr.			SLoA Description	Start	Finish
	Local Scope	SLoA Progress	LA Nr. LA Description	Related Plan	LA Date
INF03-REG01			Enforce the conformance to AIRAC	06-2000	-
	SLV	Not Applicable	The REG01 requirements are already covered by the provision of ICAO Annex 15.		
INF04		Implen	nent integrated briefing (From: 07-2002 By: 12-2005 / Agreed)		Н
			DK - Denmark	F	Planned
AGY deliverables re	emain being studied and future implen	nentation is being conside	ered.		
			ASP		Planned
INF04-ASP01		Implen	nent and provide integrated briefing function	07-2002	12-2005
	Naviair	Planned	Related supporting material remains being studied to identify possible improvements to already established integrated briefing functions.		
			MIL		No Plan
INF04-ASP01		Implen	nent and provide integrated briefing function	07-2002	12-2005
	Mil. Authority	No Plan			
NAV03	Implementation of Precision A	Area Navigation RNA	/ (P-RNAV) as an interim step towards Required Navigational Performance Area Navig (From: 01-2001 By: 03-2005 / Agreed)	gation (RNP RN	AV) H
			DK - Denmark	F	Planned
	are implemented and appropriate train ess can be put as "Planned".	ning is given to ATCOs. R	NAV based STARs are developed and implemented end of 2003. Despite that fact the TACDEN has no	o concrete plans o	n this issue, the
			ASP		Planned
SLoAs that are com	pleted and with no further explanation	are not shown.			
NAV03-ASP04		Train	n procedure designers in RNAV capabilities	01-2001	01-2003
	Naviair	Planned	External assistance is required as Naviair does not have the required expertise for the time being.		
NAV03-ASP05		Implement P	-RNAV routes where identified as providing benefit	01-2001	01-2010
	COPENHAGEN ACC	Planned	A study of necessary DME/DME coverage has been carried out. A possible deployment of 2 extra DME stations is currently in the cost-benefit analysis phase towards a possible implementation in 2005.		12-2005
NAV03-ASP06	Publish in	AIPs all co-ordinate dat	ta in WGS-84 meeting the quality requirements set out in ICAO Annex 15	01-2001	01-2005
	Naviair	Not Applicable	In Denmark, this SLoA is taken care of by Regulatory Authority (SLV) - See REG SLoA sheet.		
NAV03-ASP08	Adapt ATS automated systems	to ensure the availabilit	ty of information regarding aircraft RNAV equipage for systematic display to relevant control	07-2002	03-2005
	COPENHAGEN TMA	Completed	positions		
NAV03-ASP09			systems to permit the display on flight strips (and extended track labels) of the aircraft RNAV	07-2002	03-2005
	Recommend to implement adapta		equipage	01-2002	03-2003

Objective Ref.			Objective Description		Class
			State	Overal	II Progress
			Stakeholder	Stakehol	Ider Progress
SLoA Nr.			SLoA Description	Start	Finish
	Local Scope	SLoA Progress LA	Nr. LA Description	Related Plan	LA Date
	COPENHAGEN TMA	Partially Completed	Display on flight strip applied. Display on extended label will be achieved with DATMAS.	DATMAS	01-2007
NAV03-ASP10	Recommend to adapt ATS radar	display systems to permit the display should be	e display, on radar labels and/or radar position symbols, of aircraft RNAV equipage. Such automatic. Manual updates should be possible	07-2002	03-2005
	COPENHAGEN TMA	Planned	Planned with DATMAS.	DATMAS	01-2007
NAV03-ASP11		Deve	elop a Local P-RNAV Safety Case	01-2001	01-2010
	COPENHAGEN TMA	Planned	Awaiting outcome of NAV03-ASP05		
			MIL	Ν	lo Plan
lo SLoAs are show	n in the LCIP, except ASP06, which i	s considered "Completed"			
NAV03-ASP06	Publish in	AIPs all co-ordinate data in	WGS-84 meeting the quality requirements set out in ICAO Annex 15	01-2001	01-2005
	Mil. Authority	Completed	This can now be considered as Complete.		
NAV03-REG02		Ensure	quality of published Navigation Data	01-2001	01-2005
	Mil. Authority	No Plan			
			REG	Partially	y Completed
		, , , ,	v SLV, and therefore is shown in the REG-SLoAs sheet		
NAV03-ASP06			WGS-84 meeting the quality requirements set out in ICAO Annex 15	01-2001	01-2005
	SLV	Completed			
NAV03-REG01			ers of navigation databases are accredited	01-2004	01-2005
	SLV	No Plan	Awaiting outcome of EUROCONTROL Studies.		
NAV03-REG02			quality of published Navigation Data	01-2001	01-2005
	SLV	Partially Completed	Awaiting outcome of EUROCONTROL Studies. AIS is already ISO certified.		
NAV07	Enable Implementation of RN		Based on DME/DME and/or Basic GNSS, and RNAV Approach Procedures with E (ICAO APV/Baro VNAV (From: 01-2005 - / Tentative)	Barometric Vertic	al H
		Guidane	DK - Denmark	N	o Plan
This Tentative Obje	ctive is considered not yet mature and	d/or lacking deliverables - thus	no SLoAs are shown in this LCIP, and the Progress is "No Plan".		
			ASP	N	lo Plan
This Tentative Obje	ctive is considered not yet mature and	d/or lacking deliverables - thus	no SLoAs are shown in this LCIP, and the Progress is "No Plan".		
			MIL	N	lo Plan
This Tentative Obje	ctive is considered not yet mature and	d/or lacking deliverables - thus	no SLoAs are shown in this LCIP, and the Progress is "No Plan".		
			REG	N	lo Plan
his Tentative Obje	ctive is considered not yet mature and	d/or lacking deliverables - thus	no SLoAs are shown in this LCIP, and the Progress is "No Plan".		

NAV09 Enable GBAS Cat.1 based precision approach service as a first step towards a system providing Category II and III capability (From: 01-2006 - / Tentative) H

			Obje	ective Description				Class
			State				Overal	II Progress
			Stakeholder				Stakehol	Ider Progres:
SLoA Nr.			SLoA Descri				Start	Finish
	Local Scope	SLoA Progress	LA Nr.	LÆ	A Description		Related Plan	LA Date
			DK - Denmark				N	o Plan
his Tentative Objecti	ve is considered not yet mature ar	nd/or lacking deliverables	- thus no SLoAs are show	vn in this LCIP, and the P	Progress is "No Plan".			
			APO				N	o Plan
his Tentative Objecti	ve is considered not yet mature ar	nd/or lacking deliverables	- thus no SLoAs are show	vn in this LCIP, and the P	Progress is "No Plan".			
			ASP				N	o Plan
his Tentative Objecti	ve is considered not yet mature ar	nd/or lacking deliverables	- thus no SLoAs are show	vn in this LCIP, and the P	Progress is "No Plan".			
			MIL				N	o Plan
his Tentative Objecti	ve is considered not yet mature ar	nd/or lacking deliverables	- thus no SLoAs are show	vn in this LCIP, and the P	rogress is "No Plan".			
			REG				N	o Plan
his Tentative Objecti	ve is considered not yet mature ar	nd/or lacking deliverables	- thus no SLoAs are show	vn in this LCIP, and the P	Progress is "No Plan".			
SUR01		Implement d	lual Secondary Surve	illance Radar (SSR) (Coverage (- - / Achie	ved)		н
			DK - Denmark				Cor	mpleted
	eady considered 'Achieved' in the						Cor	mpleted
	eady considered 'Achieved' in the ented all of the necessary actions		of the requirements of th	is Objective.				•
enmark has impleme	ented all of the necessary actions	needed to comply with all		is Objective.				mpleted mpleted
enmark has impleme his Objective was alr	ented all of the necessary actions eady considered 'Achieved' in the	needed to comply with all	of the requirements of th	is Objective.				•
enmark has impleme his Objective was alr	ented all of the necessary actions	needed to comply with all	of the requirements of th	is Objective.				•
enmark has impleme his Objective was alr	ented all of the necessary actions eady considered 'Achieved' in the	needed to comply with all ECIP2004-2008. nis LCIP.	of the requirements of the ASP		s (From: 12-2003 - / A	chieved)		
enmark has impleme his Objective was alr bjective fully 'Comple	ented all of the necessary actions eady considered 'Achieved' in the	needed to comply with all ECIP2004-2008. nis LCIP.	of the requirements of the ASP		s (From: 12-2003 - / A	chieved)	Cor	mpleted
enmark has impleme his Objective was alr bjective fully 'Comple SUR03	ented all of the necessary actions ready considered 'Achieved' in the eted' - no SLoAs to be shown in th	needed to comply with all ECIP2004-2008. his LCIP. Implement radar	of the requirements of the ASP		s (From: 12-2003 - / A	chieved)	Cor	
enmark has impleme his Objective was alr bjective fully 'Comple SUR03 his Objective is now	ented all of the necessary actions eady considered 'Achieved' in the	needed to comply with all ECIP2004-2008. his LCIP. Implement radar	of the requirements of the ASP		s (From: 12-2003 - / A	chieved)	Cor	mpleted
enmark has impleme his Objective was alr bjective fully 'Comple SUR03 his Objective is now	ented all of the necessary actions eady considered 'Achieved' in the eted' - no SLoAs to be shown in th considered 'Achieved' in the ECIP	needed to comply with all ECIP2004-2008. his LCIP. Implement radar	of the requirements of the ASP		s (From: 12-2003 - / A	chieved)	Cor	mpleted
enmark has impleme his Objective was alr bjective fully 'Comple SUR03 his Objective is now troduction of ARTAS	ented all of the necessary actions eady considered 'Achieved' in the eted' - no SLoAs to be shown in th considered 'Achieved' in the ECIP	needed to comply with all ECIP2004-2008. his LCIP. Implement radar P-2005-2009.	of the requirements of the ASP ASP data processing and DK - Denmark ASP		s (From: 12-2003 - / A	chieved)	Cor	mpleted H anned
enmark has impleme nis Objective was alr bjective fully 'Comple SUR03 nis Objective is now troduction of ARTAS	ented all of the necessary actions eady considered 'Achieved' in the eted' - no SLoAs to be shown in th considered 'Achieved' in the ECIP is planned for July 2005.	needed to comply with all ECIP2004-2008. his LCIP. Implement radar P-2005-2009.	of the requirements of the ASP ASP data processing and DK - Denmark ASP	I distribution systems		chieved)	Cor	mpleted H anned
enmark has impleme his Objective was alr bjective fully 'Comple SUR03 his Objective is now troduction of ARTAS	ented all of the necessary actions eady considered 'Achieved' in the eted' - no SLoAs to be shown in th considered 'Achieved' in the ECIP is planned for July 2005.	needed to comply with all ECIP2004-2008. his LCIP. Implement radar P-2005-2009.	of the requirements of the ASP ASP data processing and DK - Denmark ASP to 'Minimum Practices'. ti radar surveillance data	I distribution systems		chieved)	Co PI	mpleted H anned lanned
enmark has impleme his Objective was alr bjective fully 'Comple SUR03 his Objective is now his Objective is now	ented all of the necessary actions eady considered 'Achieved' in the eted' - no SLoAs to be shown in the considered 'Achieved' in the ECIP S is planned for July 2005. considered 'Achieved' in the ECIP COPENHAGEN TMA /	needed to comply with all ECIP2004-2008. his LCIP. Implement radar 2-2005-2009. 2-2005-2009 and removed Provide mult Planned	a of the requirements of the ASP ASP Adata processing and DK - Denmark ASP to 'Minimum Practices'. ti radar surveillance data ARTAS implement	I distribution systems a processing and distrib	ution		Co PI PI PI PI PI PI PI PI PI PI	mpleted H anned lanned 07-200
enmark has impleme his Objective was alr bjective fully 'Comple SUR03 his Objective is now troduction of ARTAS his Objective is now SUR03-ASP01	ented all of the necessary actions ready considered 'Achieved' in the eted' - no SLoAs to be shown in the considered 'Achieved' in the ECIP S is planned for July 2005. considered 'Achieved' in the ECIP COPENHAGEN TMA / COPENHAGEN ACC	needed to comply with all ECIP2004-2008. his LCIP. Implement radar 2-2005-2009. 2-2005-2009 and removed Provide mult Planned	a of the requirements of the ASP ASP Adata processing and DK - Denmark ASP to 'Minimum Practices'. ti radar surveillance data ARTAS implement	I distribution systems a processing and distrib entation planned ports via Automatic D	ution		Con Pl 12-2003 ARTAS (From: 06-2005 - /	mpleted H anned lanned 07-2003

Objective Ref.				Objective Description		Class
			Si	tate	Overall	Progress
			Stake	eholder	Stakeholde	er Progress
SLoA Nr.			SL	oA Description	Start	Finish
	Local Scope	SLoA Progress	LA Nr.	LA Description	Related Plan	LA Date
			Α	ASP	Νο	Plan
This Tentative Object	tive is considered not vet mature and/	or lacking deliverables		As are shown in this LCIP, and the Progress remains "No Plan" like in previous Edition of t		
		in raciality activities				Dia
<u></u>						Plan
This Tentative Object	tive is considered not yet mature and/o	or lacking deliverables	- thus no SLOA	As are shown in this LCIP, and the Progress remains "No Plan" like in previous Edition of t	the LCIP.	
			R	EG	No	Plan
This Tentative Object	tive is considered not yet mature and/o	or lacking deliverables	- thus no SLoA	As are shown in this LCIP, and the Progress remains "No Plan" like in previous Edition of t	the LCIP.	
SUR06	Implement Automatic Depende	nt Surveillance Co	ntract (ADS-	C) to provide and/or improve surveillance in low air traffic density/non co	ontinental airspace	H
				(From: 01-2004 - / Tentative)		
			DK - D	Denmark	No	Plan
This Tentative Object	tive is considered not yet mature and/o	or lacking deliverables	- thus no SLoA	As are shown in this LCIP, and the Progress remains "No Plan" like in previous Edition of t	the LCIP.	
		•		ASP		Plan
This Tentative Object	tive is considered not vet mature and/	or lacking deliverables		As are shown in this LCIP, and the Progress remains "No Plan" like in previous Edition of t		
				ИІС		Plan
This Tentative Object	tive is considered not yet mature and/o	or lacking deliverables	- thus no SLoA	As are shown in this LCIP, and the Progress remains "No Plan" like in previous Edition of t	the LCIP.	
			R	EG	No	Plan
This Tentative Object	tive is considered not vet mature and/	or lacking deliverables	- thus no SI of	As are shown in this I CIP, and the Progress remains "No Plan" like in previous Edition of t	the I CIP.	

Annexes

Annex A - National Programme Managers / Contact Points

For a number of Objectives, a Supporting Programme has been established. For these programmes, EUROCONTROL and national Programme Managers (or Contact Points) have been appointed. More information on these, and the national Stakeholder for which they work, is in the following Table (complemented at the end with the name of the national Capacity Enhancement Focal Point and the SSAP Contact Person).

Note - Tentative Objectives are put in Italics. Achieved Objectives are not shown.

Programme/Service/Activity/ Domain (Pan-European, Multi- National* Objectives)	EUROCONTROL PM / CP	Stakeholder Point of Contact
8.33 kHz Vertical Expansion (<i>COM03</i> *)	Peter Alty	Bo FELDBERG – SLV
ACAS (ATC01)	John Law	Finn Møller JENSEN - SLV
APT / APR (AOP03)	Paul Wilson	Jørgen Lolk LARSEN - SLV
AOM (AOM07, AOM10, AOM11*, <i>AOM14, AOM15,</i> AOM16*, <i>AOM17</i>)	Alexander Hendriks	Bo FELDBERG – SLV
ASA / ATC (<i>ATC02.2</i>)	Seppo Kauppinen	Torben LUNDBECK – SLV
ATFCM (FCM01, FCM03)	Alain Fournie	Bo FELDBERG – SLV
Communications (COM04, COM06*)	Melvin Rees	Finn KRISTENSEN – SLV
EAD (INF01)	Sylviane Wybo	Kim ROSING-ASVID – SLV
AIM (INF05)	Ken Reid	[Kim ROSING-ASVID - SLV]
HRS / HUM (HUM01)	Manfred Barbarino	Nils la COUR DRAGHEIM – Naviair
LINK2000+ (ATC06*)	Martin Adnams	Torben LUNDBECK – SLV
Mode S (SUR02*, SUR04*)	John Law	Bo FELDBERG – SLV
NAV (NAV05, NAV06, NAV08*)	Roland Rawlings	Bo FELDBERG – SLV
SAF (SAF01)	Jacques Beaufays	Flemming CHRISTENSEN – SLV Steen HALVORSEN - Naviair
Frequency management (COM07)	Antonio Astorino	Finn KRISTENSEN – SLV
SRC (SRC02 → SRC06)	Peter Stastny	Lars PETER JENSEN – SLV

Programme/Service/Activity/Doma in (Harmonisation Objectives)	EUROCONTROL PM / CP	Stakeholder Point of Contact
ADS (SUR05, SUR06)	Chris Rekkas	Torben LUNDBECK – SLV
AIM (INF02 → INF04)	Ken Reid	Kim ROSING-ASVID – SLV
AOM (AOM12, AOM13)	Alexander Hendriks	Bo FELDBERG – SLV
AEM / AOP (AOP02)	Bruno Desart	Ole HALD – SLV
AEM / ENV (ENV01, ENV02)	Andrew Watt	
APT/APR (AOP01, AOP04,	Eric Miart	
AOP05)		
ASA (ATC07, ATC12, ATC13)	Seppo Kauppinen	Torben LUNDBECK – SLV
ASA / ATC (ATC02.1/3/4)		
ATC / DPS (ATC03, DPS01)	Michel Goulut	Torben LUNDBECK – SLV
Communications (COM05)	Melvin Rees	Henrik VESTERGAARD – SLV
HRS (/ HUM) (HUM02 → HUM04)	Manfred Barbarino	Nils la COUR DRAGHEIM – Naviair
NAV (NAV03, NAV07, NAV09)	Roland Rawlings	Bo FELDBERG – SLV

	EUROCONTROL Manager	National Focal Point
Capacity Enhancement	Razvan Bucuriou	Claus SKJÆRBÆK – Naviair
SSAP	Jacques Beaufays	Ryan SøRENSEN – SLV

Annex B - (Detailed) National Stakeholders Organisation

Regulatory Body

Civil Aviation Administration (CAA) in Denmark is under the responsibility of the MoT and CAA/DK - STATENS LUFTFARTSVÆSEN (SLV) - has one main task, i.e. the safety regulation of civil aviation.

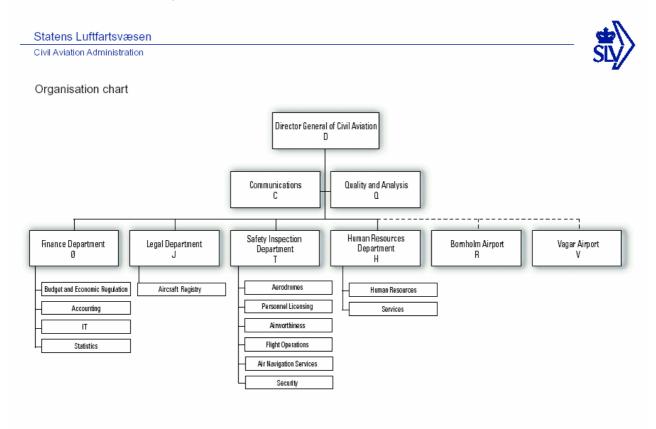
The CAA employs around 220 persons and the central administration is located in Luftfartshuset in Copenhagen.

The Legal Department is responsible for establishing the CAA's general rules for preparing documents such as the Regulations for Civil Aviation and the Nationality and Licence Registers. This also includes the managing administration of commercial air transport, the dealing with infringements of aviation legislation and the co-ordination and processing of cases related to international air transport legislation.

The Safety Inspection Department is responsible for the flight safety control of certified personnel groups and supervising the operations and maintenance of aircraft, including operative inspection, issuing of licences and permits, authorisation of aircraft, international co-operation for mentioned areas including ICAO, the Joint Aviation Authorities (JAA) of Europe, the Scandinavian/Nordic partnership and bilateral relations with the FAA.

The Safety Inspection Department is also responsible for Aerodromes and Ground Aids, ANS, Environmental Protection, Document Management and Security. The main tasks are the safety regulations for and inspection of Aerodromes, including physical facilities, procedures and technical systems, and ANS units, including related technical systems, respectively. Other important tasks are related to measures to prevent unlawful acts against the aviation industry, cases concerning the environmental impact of air transport and the production of documents and publications, including the Aeronautical Information Service. The overall management of issues related to ECIP and LCIP, including co-ordination with national Stakeholders, lies within this department.

Civil Aviation Administration, Denmark - Situation Dec 2004:



----- States that these units attend to operational functions.

ANS Provider

Since Jan 2001, Naviair has operated as a government enterprise under the Danish MoT assigned with the principal task of developing and providing ANS. Included in the ATS are the area control service offered to aircraft flying in Copenhagen FIR as well as approach and tower control service offered at the Copenhagen Airports Kastrup and Roskilde, and the domestic airports of Esbjerg, Billund, Aalborg, Aarhus and Bornholm .

FIS is provided in Copenhagen FIR to VFR flights and helicopter flights in the airspace of the North Sea, within Sondre Stromfjord FIR (Greenland) up to FL195 and within Vagar TIZ (Faroe Islands). Additionally, Naviair co-ordinates the Search and Rescue Service in Greenland.

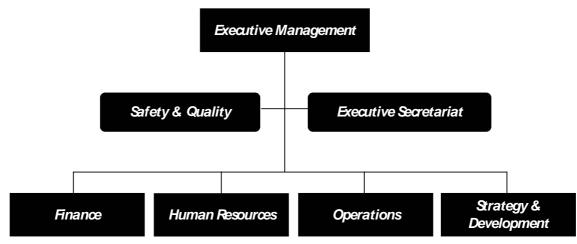
CNS/ATM systems comprising advanced data links, radar stations, navigational aids (radio beacons etc.) and data and voice communication systems, are owned and maintained by Naviair. Moreover, Naviair offers technical service and maintenance to third party customers.

Naviair also offers training at its own Naviair ATM College of all the operative staff of which that of ATCOs constitutes the primary part. Naviair also offers training to other ANS Providers, using an advanced 3-D tower and radar simulator.

Naviair is an independent State enterprise.

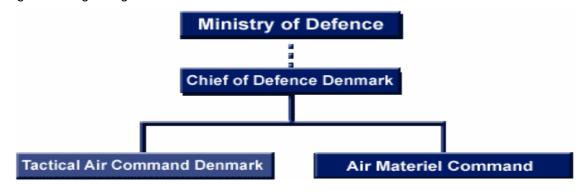
The organisation of Naviair consists of an Executive Management, 4 line functions and 2 staff functions. Operations, the largest line function, is in charge of the provision of ATS and is supported by the 3 other line functions Strategy and Development, Finance and Human Resources. The 2 staff functions are Safety & Quality and Executive Secretariat.

Naviair organisation - situation December 2004:



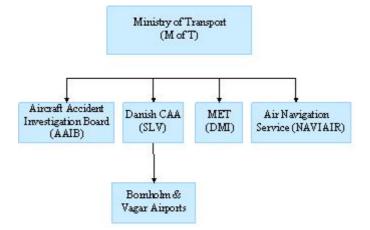
Military Authorities

Tactical Air Command, Denmark (TACDEN) is the highest operational authority in the Royal Danish Air Force (RDAF). TACDEN is responsible for the air defence of Denmark and is the controlling agency for all military flying in Danish airspace. In addition to exercising operational command, the HQ is responsible for the overall policy and planning of RDAF administration and logistics. TACDEN establishes the fundamental operational standards for RDAF weapon systems, materiel, support facilities, and training, and issues the standing orders regulating the states of readiness of RDAF units.



TACDEN Organisation

Overall in Denmark, the institutional arrangements are as follows:



The Danish Organisation to manage related EATM matters is as follows:

Responsible Ministry	САА	Provider of ANS
Transport	STATENS LUFTFARTSVÆSEN (SLV) -	Naviair:
	Civil Aviation Administration	PC: M. DAMBÆK, DG Naviair
	PC: Kurt Lykstoft LARSEN, DGCA;	ACG: H. C. HOLST, C. ELVERDAM
	SRC/ACG/CMIC: L. P. JENSEN, Chief	
	Inspector	
	FP: B. FELDBERG, International Co-	
	ordinator	

Annex C – Glossary of Abbreviations

This Annex only shows the abbreviations that are **specific** to the Danish LCIP. Other general abbreviations are in e.g. the ECIP2004-2008 document and in <u>Reference Document Nr 11</u>.

BL	Regulations for Civil Aviation
CPH	Copenhagen Airport Kastrup
DATMAS	Danish ATM System
NMAs	National Military Authorities
NORDREG	Nordic ANS Regulatory Committee
RAMS	Re-organised ATC Mathematical Simulator
RDAF	Royal Danish Air Force
SLV	STATENS LUFTFARTSVÆSEN
SMR	Surface Movement Radar
SLV	STÁTENS LUFTFARTSVÆSEN
SMR	Surrace Movement Radar
SSTF	Skaane Survey TF
TACDEN	Tactical Air Command, Denmark

Annex D – Copenhagen Capacity Plan (2004-2009)

Further part is a copy of the Copenhagen Capacity Plan 2004-2009, issued in Dec 2004, Version 00.01.00, by Naviair (cover page and Table of Contents not added).

1. Foreword

The goal of Copenhagen ATC is to expand the capacity as traffic volume grows. The traffic should normally be able to enter Copenhagen FIR without any delays. The target of Copenhagen is to keep the average delay per operation below 0,2 min. The sector capacity and load are monitored and any capacity shortfalls and delays are carefully examined to prevent escalation.

When looking ahead it is the baseline traffic growth forecasted by EUROCONTROL STATFOR Panel (Statistics and Forecast Panel) that creates the basis of the scenarios upon which development of sectors and enhancement of capacity are made.

2. Capacity targets from EUROCONTROL

The FAP methodology from 2004 foresees no capacity shortfall in the Danish airspace in both medium and high growth scenarios until year 2008. On ACC level it is estimated that capacity for Copenhagen in 2000 was 128 pr. hour. During 2004 the capacities on sector level have been evaluated. As a consequence the sector capacity for the following sectors/combinations has been raised: EKDKNS, EKDKLV and Sector L. Since only minor adjustments in sector capacities have been made, it has been decided to keep Copenhagen ACC capacity on 128 pr. hour.

3. Growth in air traffic in Copenhagen FIR

EUROCONTROL's STATFOR Panel, which produces yearly traffic forecasts for the next years, foresees that the traffic increase for Copenhagen ACC in a baseline scenario will be 3% pr. year for the next 5 years (2005-2010).

Naviair experienced an increase in traffic in 2004 by 8.1%. It is expected that operations will stabilise on a 3% increase over the next 5 years. Most of the increase in traffic will be transit-traffic and international traffic to and from airports in Denmark. Domestic-traffic has stagnated at its present level.

Year	2003	2004	2005	2006	2007	2008	2009
Number of operations	554.593	601.785	619.838	638.433	657.586	677.313	697.632
			Estimate	\rightarrow			
Increase %	1,0	8,1	3,0	3,0	3,0	3,0	3,0

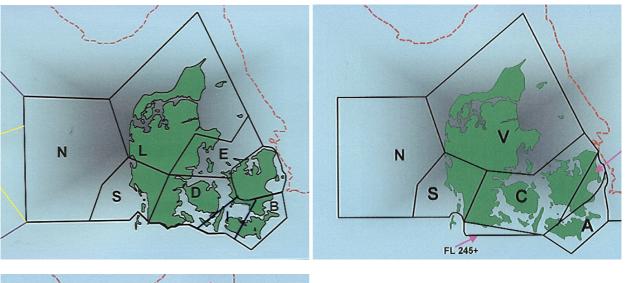
Number of operations in Copenhagen FIR 2004 – 2009:

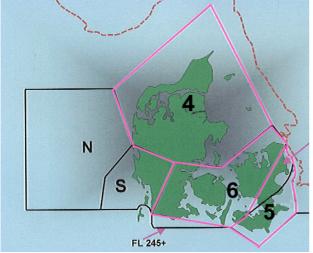
4. Status 2004

The demands on sectors are under supervision by the flow-manager. During the day sectors are opened and closed in accordance with the traffic-load. This gives a flexible use of staff and capacity close to the demands at all times.

4.1 Short explanation of the sectors

Sector A, sector C and sector V are Upper-sectors. Sector B, sector D, sector E, sector I and sector L are lower-sectors. Sector N and sector S are combined lower and upper-sectors. Upper-upper sectors 4, 5 and 6 are defined for the sectors V, C and A with FL 345 as division Flight Level.





4.2 ATFM

During 2004 the sector combination EKDKAC56 has experienced capacity shortfalls during peakhours. This has resulted in a number of regulations but it is estimated that the average delay will be kept below target level 0,2 min. pr. operation.

4.3 Sector-capacity

Scheme showing sector capacities in Copenhagen ACC:

Sector	A/5	В	C/6	D	E	I	L	V/4	S	Ν
Capacity	45	30	45	35	35	35	40	45	40	45

5. Initiatives for Copenhagen ACC 2005

In order to be ready to take the necessary steps to increase the capacity, the sector-load will be under close supervision by the FMP-manager.

Naviair has, in 2004, established an Airspace and Flow Management unit providing joint management of airspace, civ/mil co-ordination, flow and capacity. The result is a more effective management and capability to react on changing demands in the future.

6. Initiatives for Copenhagen ACC 2006

No specific initiatives or plans are scheduled for 2006, as the capacity will be sufficient to meet the traffic demand.

7. Initiatives for Copenhagen ACC 2007

No specific initiatives or plans are scheduled for 2007, as the capacity will be sufficient to meet the traffic demand.

8. Initiatives for Copenhagen ACC 2008

No specific initiatives are taken at present time.

9. Initiatives for Copenhagen ACC 2009

No specific initiatives are taken at present time.

10. Copenhagen Airport Kastrup

10.1 Traffic growth

At Copenhagen Airport, Kastrup the traffic has increased by 5.2 % in 2004. Traffic-growth for the next years to come is assumed to be 3% per year until 2009.

Number of operations at Copenhagen Airport, Kastrup 2002 – 2008:

Year	2003	2004	2005	2006	2007	2008	2009
Number o operations	f 258.886	272.518	280.693	289.114	297.788	306.721	315.923
-			Estimate	→			
Increase %	- 3,0	5,2	3,0	3,0	3,0	3,0	3,0

Number of operations at Copenhagen Airport Kastrup 2002 - 2008

8.2 Present status and capacity-level

The declared capacity is **83** operations per hour with a maximum number of 45 landing aircrafts and a maximum number of 44 departing aircrafts per hour.

<u>8.3 ATFM</u>

In 2003 a different airport slot allocation model was introduced. This has resulted in a more equalised distribution of traffic, which means that there is available capacity.

The regulations that have been issued at Copenhagen Airport, Kastrup, have partly been due to weather-conditions such as strong wind, poor visibility or single runway operations, which requires increased time intervals between landing aircraft and partly during 2004.

Annex E – ESIMS Visit Recommendations Follow up

During the 2002 ESIMS visit a number of ESIMS recommendations were made. Hereafter is the implementation follow-up.

- DK/01 CAA/DK is invited to update the Regulatory Handbook. DONE
- DK/02 CAA/DK is invited to update the CAA Procedure Handbook. DONE
- DK/03 CAA/DK is invited to detail the organisation layout published in LCIPD. DONE
- DK/04 CAA/DK is invited to contribute to and to consider the development of ESARR 1. That will expedite the adoption of the National Safety Regulatory Framework. <u>ONGOING</u>
- DK/05 CAA/DK is invited to ensure adequate resources for performing safety oversight of the national service providers. <u>ONGOING</u>
- DK/06 CAA/DK is invited to formalise the management of ESARRs enactment into the national Rulemaking system. <u>STATUS REFLECTED IN LCIP</u>
- DK/07 CAA/DK is invited to increase the institutional civil / military co-ordination and to clarify how ESARRs requirements or their equivalent will be implemented by the military counterpart. <u>STATUS REFLECTED IN LCIP</u>
- DK/08 CAA/DK is invited to update the procedures for national safety oversight. <u>STATUS</u> <u>REFLECTED IN LCIP</u>
- DK/09 CAA/DK staff is invited to take part in the SRC Safety Regulatory Audit course starting in March 2003. DONE
- DK/10 CAA/DK is invited to update the existing job description for the personnel performing safety regulatory functions. **DONE**
- DK/11 CAA/DK is invited to formalise the ESARR 2 safety oversight and not to rely only on statistical reports. <u>STATUS REFLECTED IN LCIP</u>
- DK/12 CAA/DK is invited to continue to send the national ASTs to SRU/SRC and to improve the level of detail within those template reports. **DONE**
- DK/13 CAA/DK is invited to continue the well established plan to implement ESARR 3. <u>STATUS REFLECTED IN LCIP</u>
- DK/14 CAA/DK is invited to assess the impact of the formalisation of the SMS safety oversight and to document this process. **STATUS REFLECTED IN LCIP**
- DK/15 CAA/DK is invited to continue the well established plan to implement ESARR 4. <u>STATUS REFLECTED IN LCIP</u>
- DK/16 CAA/DK is invited to assess the impact of the formalisation of the ESARR 4 safety oversight and to document this process. **DONE**
- DK/17 CAA/DK is invited to continue the established plan to implement ESARR 5 and if
 possible to expedite the implementation date (currently foreseen as 01/2005). <u>STATUS</u>
 <u>REFLECTED IN LCIP</u>