EUROCONTROL

Local Convergence and Implementation Plan

DENMARK

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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: http://www.eurocontrol.int/ecip/statusreport/statusreport2003.pdf
5. Performance Review Reports: http://www.eurocontrol.int/prc/public/standard_page/doc_prr.html
6. STATFOR Forecasts: http://www.eurocontrol.int/statfor
7. ATFM Monthly Summaries: http://www.cfmu.eurocontrol.int/ATFM/public/monthlyreports.html
8. SRC deliverables (ESARRs): http://www.eurocontrol.int/src/html/deliverables.html
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: http://www.eurocontrol.int/eatm/gallery/content/public/library/acronyms.pdf
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: http://www.eurocontrol.int/eatmp/lcip/index.html
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.

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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.

TABLE OF CONTENTS

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.

Airport

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 National Stakeholders

1.1.1 Regulator

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 ANSP

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 Military Authority

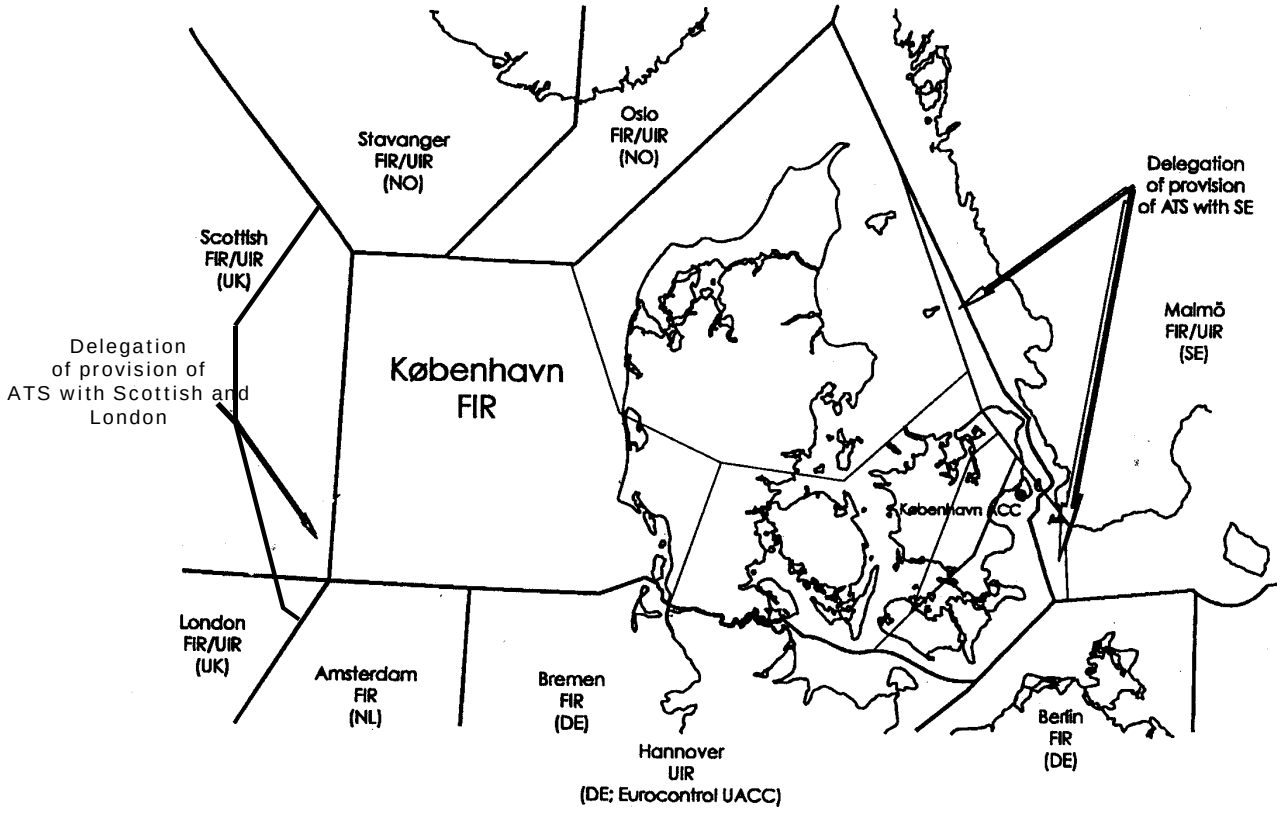
The Tactical Air Command, Denmark (TACDEN) being the highest operational authority in the Royal Danish Air Force is - in the LCIP context - responsible for matters related to MIL SLoAs.

1.1.4 Airport

The Copenhagen Airport Kastrup is the main airport covered by this LCIP, being the only co-ordinated 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 co-ordinate 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 Safety Performance monitoring

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 co-ordination 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 Runways and runway safety

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

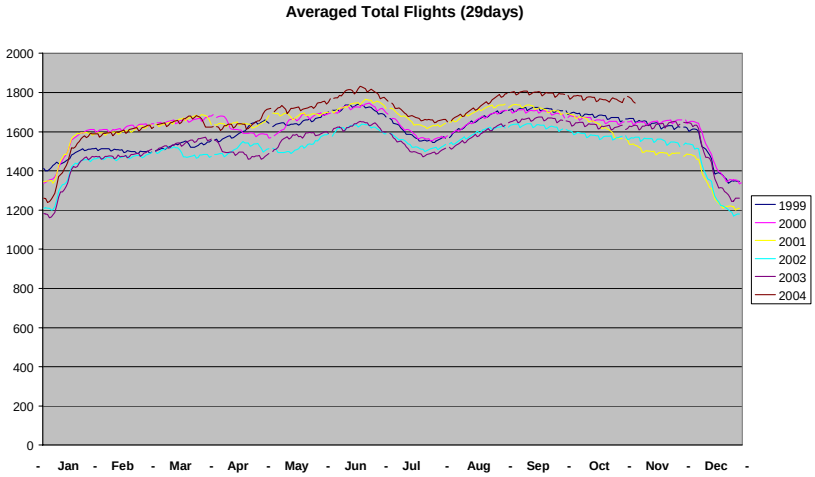
Some information on this area of SSAP implementation is provided in Para 3.2.1 “Safety Management System”.

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.

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.

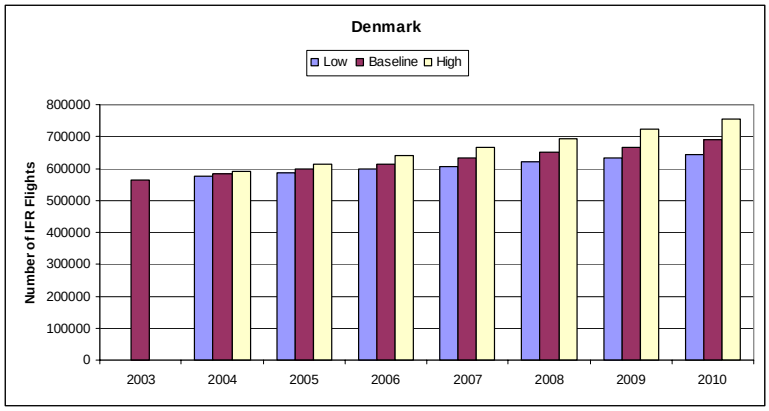
The main feature of the 2004-2010 forecast is slowly declining growth through the period, averaging 3.4%/year. In more detail:

- 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:

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.

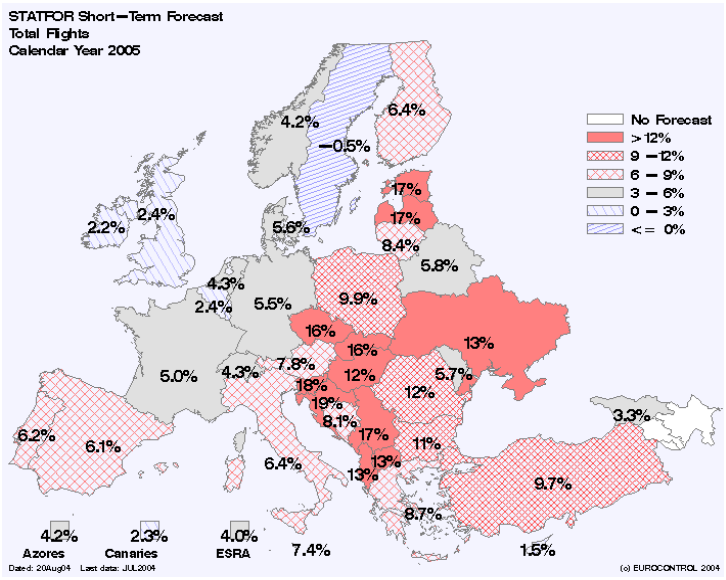


STATFOR Medium-Term, Feb 04 - Forecast of annual number of IFR Flights ('000s) and growth (%)										
Denmark										Growth
STATFOR Growth Scenario		2003	2004	2005	2006	2007	2008	2009	2010	Total
Low	Nbr of IFR flights		575.533	586.294	596.570	607.438	619.164	630.665	642.057	
	Yearly Var.		1,9%	1,9%	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	
	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	
	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.



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 STATFOR Short-Term Forecast)	Arr/Dep	4.7
	Overflights	6.1
	Total	**5.6**

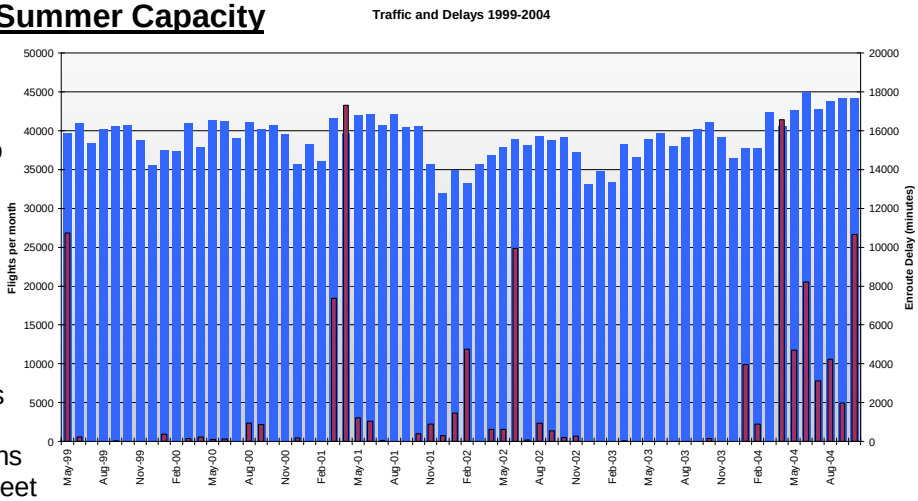
Naviair foresees that most of the increase in traffic will be transit-traffic and international traffic to and from airports in Denmark, while domestic-traffic might stagnate at its present level.

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



For the period May-October 2004, Copenhagen ACC recorded an increase in traffic of 11% (8.1% in accordance to Naviair data – see Par 4.1.1) . There was a constant increase in traffic for all the Summer months and minor en route ATFM delay was generated each month, compared to none during 2003. No bottleneck sector was recorded.
Sufficient capacity remains currently available to meet demand, but it is difficult to clearly assess the evolution of the offered 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 at ACC or sector group level, 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 one-minute 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.

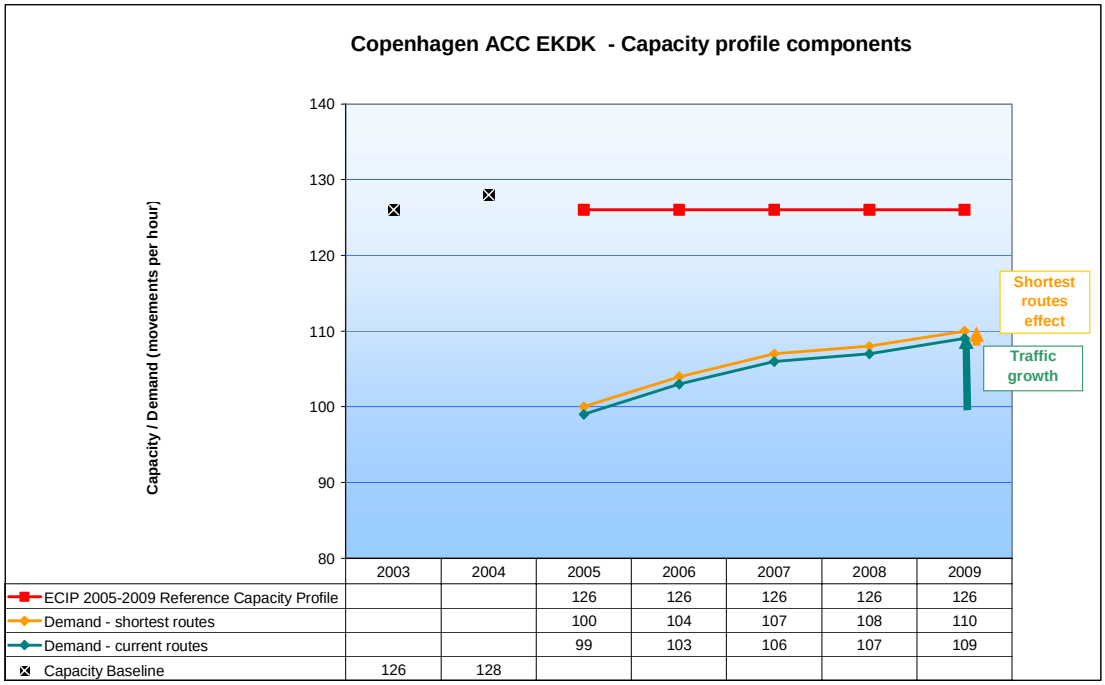
State	ACC / TMA	Code	Baseline 2003	Profile	Profiles (hourly movements and % increase over 2003)									
					2005		2006		2007		2008		2009	
Denmark	Copenhagen	EKDK	126	High	126	0%	126	0%	126	0%	126	0%	126	0%
				Reference	**126**	**0%**	**126**	**0%**	**126**	**0%**	**126**	**0%**	**126**	**0%**
			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



	2003	2004	2005	2006	2007	2008	2009
ECIP 2005-2009 Reference Capacity Profile			126	126	126	126	126
Demand - shortest routes			100	104	107	108	110
Demand - current routes			99	103	106	107	109
Capacity Baseline	126	128					

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.

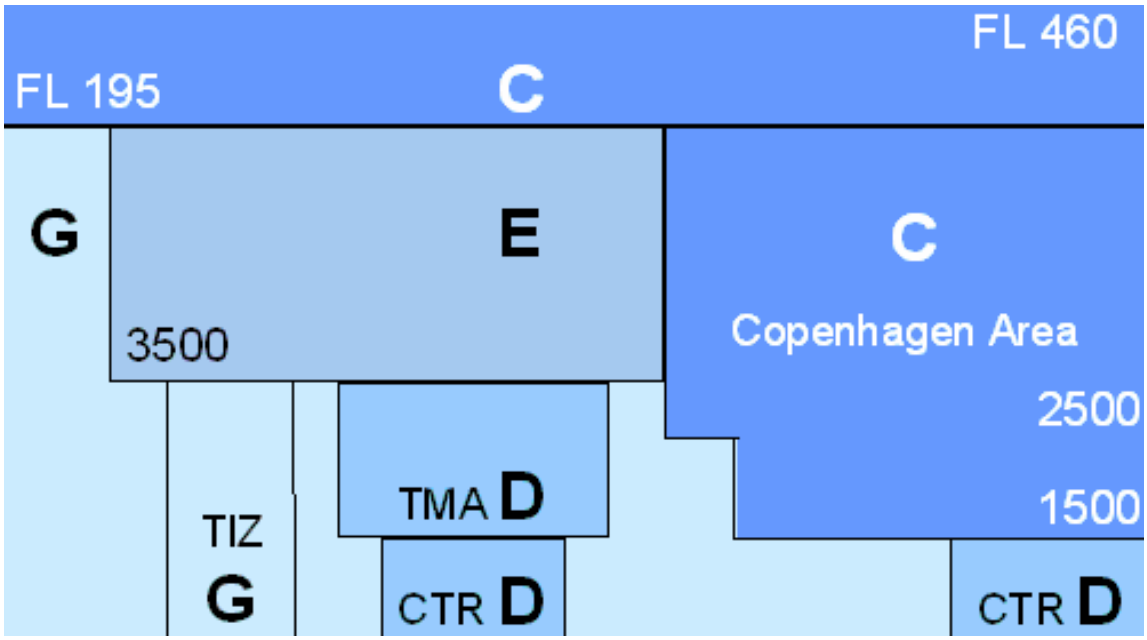
4.3.2.2 Capacity Plan 2005-2009

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".

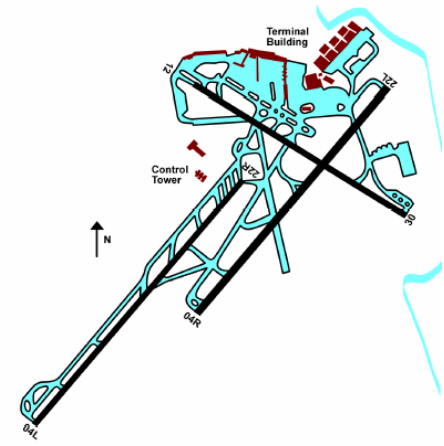
AOM16® - Extend collaborative civil-military airspace planning with neighbours (Agreed) - From : 10-2004 By : - - Planned

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

6 Airports

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.

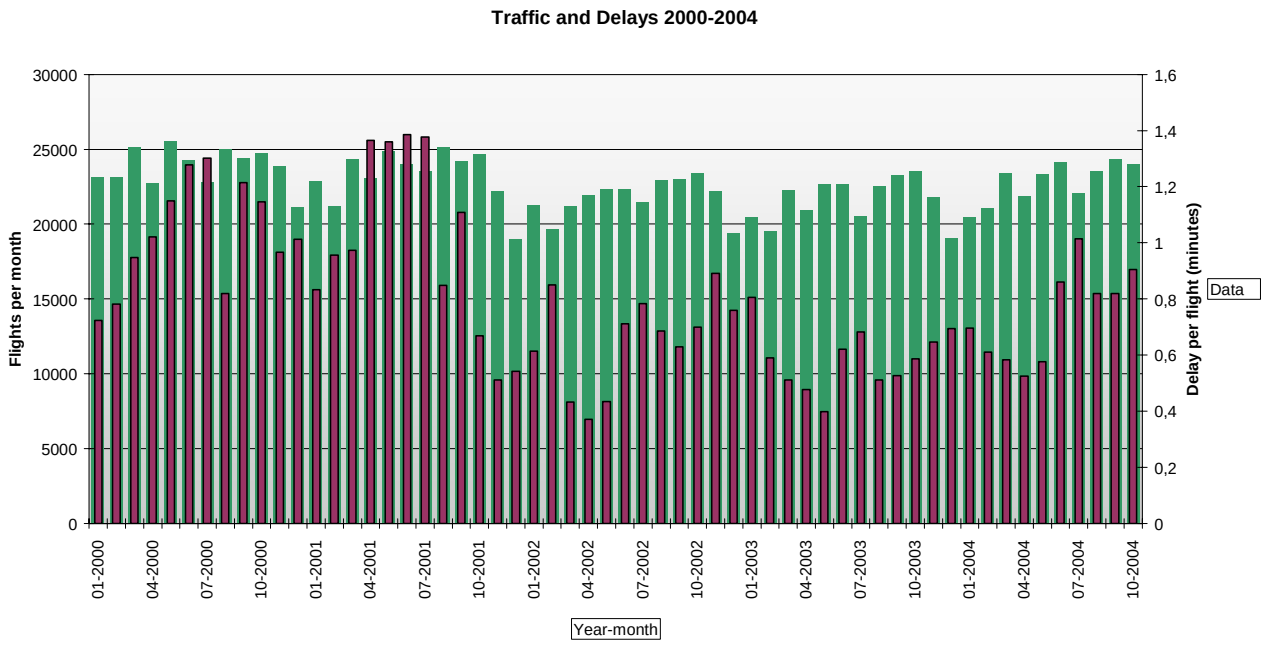
As the Local Runway Safety Team has just been formed, there are not yet achievements to report on.

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, 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 En-route and Terminal Air Traffic Control

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 Technical Integration and Interoperability

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 Regional Co-ordination and Projects

8.2.1 Regional Co-ordination

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, co-located 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.

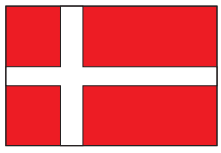
In addition to the above, Naviair also co-operates with Irish Aviation (IAA) and LFV-Group Sweden through the COOPANS (Co-operation between ANSPs) project. The purpose of this project, started in 2003, is to create co-operation between the service providers who (will) own the Eurocat 2000 system (Thales 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.

EUROCONTROL

Local Convergence and Implementation Plan

Detailed Planning Information (per Stakeholder)

DENMARK



Years 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
Pan European						
AOM07	**Implement collaborative civil-military airspace planning at national level (- By: 09-2004 / Agreed)**				**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 of ECAC airspace to ensure the application of a common ICAO ATS classification above a common agreed level (- - / Achieved)**				**Completed**	**PE**
The SLoA is completed, and not shown in the Detailed Objectives Description.						
AOM14	**Implement re-organisation of ECAC airspace to ensure a uniform and simplified application of ICAO ATS classes above a common agreed level, below the Class N environment (- By: 04-2006 / Tentative)**				**No Plan**	**PE**
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.						
AOM15	**Implement re-organisation of ECAC airspace to ensure a uniform and simplified application of ICAO ATS classification below Class K airspace (- By: 11-2006 / Tentative)**				**No Plan**	**PE**
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.						
AOM17	**Implement collaborative civil-military airspace planning at European level (- By: 12-2007 / Tentative)**				-	**PE**
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.						
AOP03	**Improve runway safety by preventing runway incursions (From: 04-2003 By: 12-2008 / Agreed)**				**Planned**	**PE**
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
	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)**				**Partially Completed**	**PE**
ATC01-REG01	Establish 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 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	Certify ACAS II compliant equipment				-	01-2005
	SLV	Completed				
ATC01-REG07	Adopt ICAO PANS-OPS ACAS procedures				07-2003	07-2004

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	Late		This SLoA includes Amendment 12 to ICAO Doc 8168 Vol 1, which is expected to be in JAR OPS 1 August 2005 at the latest. The new procedures will be adopted when they are included in JAR-OPS 1.		08-2005
ATC02.2	**Implement ground based safety nets - Short Term Conflict Alert (STCA) - level 2 (- By: 12-2007 / Tentative)**				**No Plan**	**PE**
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.						
COM04	**Migrate flight data exchange from X.25 to TCP/IP (From: 01-2005 By: 12-2007 / Agreed)**				**Under Review**	**PE**
No actions planned yet - awaiting outcome of Naviair's proposal to Eurocontrol.						
COM07	**Improve the management and optimise the operational use of the aeronautical frequency assignments in allocated radio bands (From: 12-2000 By: 12-2005 / Agreed)**				**Planned**	**PE**
COM07-REG02	Provide aeronautical 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 the new system planning functions, use common tools, and comply with the agreed procedures.				12-2002	12-2005
	SLV	Planned		As above		
INF01	**Implement the European Aeronautical Information Services (AIS) Database (From: 04-2003 By: 12-2006 / Agreed)**				**Completed**	**PE**
Note that in Denmark, the INF01 ASP related SLoAs are taken care of by Regulatory Authority SLV, and therefore are shown in the REG-SLoAs sheet.						
INF01-ASP01	Migration and transition of States to EAD				09-2002	12-2004
	SLV	Completed		As a Participating Client, migration has now been finished.		
INF01-ASP02	Provision of data to EAD by States				12-2002	12-2003
	SLV	Completed		DK is a Participating Client. In accordance with the Migration and Transition Plan, provision of data to EAD has now been implemented end of 2004.		12-2004
INF01-ASP03	Migration of all remaining ECAC States to EAD				07-2003	12-2006
	SLV	Not Applicable		For an initial participating State, this is not considered applicable.		
INF05	**Improve end-to-end integrity 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 Required Navigation Performance Area Navigation (RNP-RNAV) (From: 01-2001 By: 03-2010 / Tentative)**				**No Plan**	**PE**
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.						
NAV06	**Rationalisation of navigation infrastructure (From: 06-2004 By: 10-2010 / Tentative)**				**No Plan**	**PE**
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.						
SRC02	**Implement ESARR 2 on reporting and analysis of safety occurrences in ATM (- By: 01-2002 / Agreed)**				**Completed**	**PE**
SRC02-REG01	Identify and establish national institutional arrangements to implement ESARR 2				11-1999	11-2000

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	1	National legislation already published:		
			2	- Existence of legislation allowing ESARR 2 enactment at national level.		
			3	- Existence of legislation ensuring "non punitive" environment.		
SRC02-REG02	Assess national regulations vs. ESARR 2 if national regulations are already applicable to the subject matter				11-1999	11-2001
	SLV	Completed		See SRC02-REG01		
SRC02-REG03	Document and address 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 regulations 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 or 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	Notify ICAO of any differences between 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	Implement ESARR 2 requirements 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)				11-1999	01-2001
	SLV	Completed		Same comment as for SRC02-REG07 above.		
SRC02-REG09	Implement ESARR 2 requirements 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.		
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 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 management systems by ATM Service Providers (- By: 07-2003 / Agreed)**				**Partially Completed**	**PE**
SRC03-REG01	Identify and establish national 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	Assess national regulations vs. ESARR 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 address the differences identified 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, 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 regulations 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 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 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	**Implement ESARR 4 on risk assessment and mitigation in ATM (- By: 04-2004 / Agreed)**				**Partially Completed**	**PE**
SRC04-REG01	Identify and establish national regulations to implement ESARR 4				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	Assess national regulations vs. ESARR 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 address the differences identified in 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".		

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 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	Publish the new or modified regulations compliant with ESARR 4				04-2002	05-2003
	SLV	Completed				
SRC04-REG06	Notify ICAO of any differences 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	Develop and implement the mechanisms 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 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.		07-2005
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).		12-2004
SRC05.1	**Implement ESARR 5 on ATM services' personnel (- By: 11-2003 / Agreed)**				**Partially Completed**	**PE**
SRC05.1-REG01	Identify and establish national institutional arrangements to implement ESARR 5 (Edition 2.0), Sections 5.1 and 5.2				11-2000	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 regulations 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 address the differences identified 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 modified 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	Publish the new or modified regulations 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		
SRC05.1-REG06	Notify ICAO of differences 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	Implement 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 implement the mechanisms and capability to verify compliance with the new or modified regulations				11-2000	11-2003

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.		01-2005
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
SRC05.2	**Implement ESARR 5 on ATM services' personnel (engineering and technical personnel) (- By: 04-2005 / Agreed)**				**Planned**	**PE**
SRC05.2-REG01	Identify and establish national institutional 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 regulations vs. ESARR 5 (Edition 2.0), Section 5.3 if national regulations are already applicable to the subject matter				04-2002	04-2003
	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 address the differences identified 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 modified 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 requirements for engineering and technical 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.		03-2005
SRC05.2-REG07	Develop and implement the mechanisms 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	**Implementation of ESARR 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. ESARR 6 if national regulations are already applicable to the subject matter.				11-2003	02-2005
	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 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.						
Harmonisation						
AOM13	**Harmonise Operational Air Traffic (OAT) and General Air Traffic (GAT) handling (- By: 01-2007 / Tentative)**				**No Plan**	**H**
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.						
AOP04	**Implement Advanced Surface Movement Guidance and Control System (A-SMGCS) Level I (From: 01-2007 - / Tentative)**				**Completed**	**H**
A-SMGCS is operational since December 2004 at Kastrup. Therefore, although the Objective is Tentative, DK considers the Objective "Completed".						
ATC07	**Implement arrival management tools (From: 12-1998 - / Agreed)**				**Completed**	**H**
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**	**H**
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.						
HUM04	**Implement the European Air Traffic Controller licensing scheme (From: 10-2000 By: 11-2003 / Agreed)**				**Partially Completed**	**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	Establish national preparatory task force				10-2001	11-2003
	SLV	Completed				
HUM04-REG02	Verify initial training courses satisfy the common core content syllabi				10-2001	11-2003
	SLV	Completed		Part of the ESARR 5 implementation - now completed.		01-2005
HUM04-REG03	Approve unit training plans				10-2001	11-2003
	SLV	Completed		Part of the ESARR 5 implementation - now completed.		01-2005
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 requirements for the European ATCO Licensing Scheme				10-2000	11-2003
	SLV	Completed		Part of the ESARR 5 implementation - now completed.		
HUM04-REG06	Implement 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 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 oversight 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**	**H**
Note that in Denmark, the INF02 ASP related SLoAs are taken care of by Regulatory Authority SLV, and therefore are shown in the REG-SLoAs sheet						
INF02-ASP01	Reference 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	Implement 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:		11-2002
INF03	**Implement improved aeronautical information (From: 06-2000 By: 12-2005 / Agreed)**				**Partially Completed**	**H**
Note that in Denmark, the INF03 ASP related SLoAs are taken care of by Regulatory Authority SLV, and therefore are shown in the REG-SLoAs sheet. 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.						
INF03-ASP02	Adhere 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
	SLV	Planned		Planned:		09-2005
INF03-ASP05	Assess AIS against the performance criteria for AIS service levels				03-2002	-

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				
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.		
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)**				**Partially Completed**	**H**
Note that in Denmark, the NAV03 ASP06 SLoA is taken care of by Regulatory Authority SLV, and therefore is shown in the REG-SLoAs sheet						
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
	SLV	Completed				
NAV03-REG01	Ensure suppliers of navigation databases are accredited				01-2004	01-2005
	SLV	No Plan		Awaiting outcome of EUROCONTROL Studies.		
NAV03-REG02	Ensure 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 RNAV Approach Procedures Based on DME/DME and/or Basic GNSS, and RNAV Approach Procedures with Barometric Vertical Guidance (ICAO APV/Baro VNAV (From: 01-2005 - / Tentative)**				**No Plan**	**H**
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".						
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)**				**No Plan**	**H**
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".						
SUR05	**Implement ground-based surveillance in continental airspace and airports via Automatic Dependent Surveillance Broadcast (ADS-B) (From: 06-2005 - / Tentative)**				**No Plan**	**H**
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.						
SUR06	**Implement Automatic Dependent Surveillance Contract (ADS- C) to provide and/or improve surveillance in low air traffic density/non continental airspace (From: 01-2004 - / Tentative)**				**No Plan**	**H**
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 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 Use of Airspace (FUA) Concept (- - / Achieved)**				**Completed**	**PE**
AOM07	**Implement collaborative civil-military airspace planning at national level (- By: 09-2004 / Agreed)**				**Planned**	**PE**
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.		03-2005
AOM09	**Implement re-organisation of ECAC airspace to ensure 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
	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 / Agreed)**				**Planned**	**PE**
AOM10-ASP01	Implement 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 Compatibility 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 deliverable is available in 06/2005.		
AOM14	**Implement re-organisation of ECAC airspace to ensure a uniform and simplified application of ICAO ATS classes above a common agreed level, below the Class N environment (- By: 04-2006 / Tentative)**				**No Plan**	**PE**
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.						
AOM15	**Implement re-organisation of ECAC airspace to ensure a uniform and simplified application of ICAO ATS classification below Class K airspace (- By: 11-2006 / Tentative)**				**No Plan**	**PE**
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.						
AOM17	**Implement collaborative civil-military airspace planning at European level (- By: 12-2007 / Tentative)**				**-**	**PE**
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.						
AOP03	**Improve runway safety by preventing runway incursions (From: 04-2003 By: 12-2008 / Agreed)**				**Planned**	**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 contained in the European Action 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 Airborne Collision Avoidance System (ACAS) II (From: 01-2000 By: 01-2005 / Agreed)**				**Completed**	**PE**
Objective fully 'Completed' - no SLoAs shown in the Detailed Objectives Description.						
ATC02.2	**Implement ground based safety nets - Short Term Conflict Alert (STCA) - level 2 (- By: 12-2007 / Tentative)**				**No Plan**	**PE**
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.						
COM04	**Migrate flight data exchange from X.25 to TCP/IP (From: 01-2005 By: 12-2007 / Agreed)**				**Under Review**	**PE**
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.						
FCM01	**Implement enhanced tactical flow management services (From: 08-2001 By: 12-2006 / Agreed)**				**Planned**	**PE**
FCM01-ASP01	Supply ETFMS with basic correlated position data				08-2001	12-2004
	COPENHAGEN ACC	Completed				
FCM01-ASP02	Supply ETFMS 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	Receive and process ATFM data from the CFMU				03-1995	12-2001
	COPENHAGEN ACC	Completed				
FCM01-ASP04	Inform CFMU of flight activations and estimates for ATFM purposes				03-1995	12-1999
	COPENHAGEN ACC	Completed				
FCM01-ASP05	Inform CFMU of flight activations 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 CFMU of 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	Inform CFMU of aircraft holding for ATFM purposes				03-2003	12-2006
	COPENHAGEN ACC	Late		This will be implemented with DATMAS	DATMAS	01-2007
FCM01-ASP08	Supply CFMU with Departure Planning Information (DPI)				03-2005	-
	COPENHAGEN ACC	Planned		DMan implementation planned		06-2005
FCM03	**Implement collaborative flight planning (From: 01-2000 By: 12-2006 / Agreed)**				**Late**	**PE**
Those SLoAs that are completed and have no further clarification, are not shown in 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

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 AFP 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
HUM01	**Ensure timely availability of controllers (From: 12-2000 By: 12-2007 / Agreed)**				**Completed**	**PE**
HUM01-ASP01	Apply guidelines 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	Make available a sufficient number of controllers				02-2000	12-2007
	COPENHAGEN ACC	Completed				
HUM01-ASP04	Apply guidelines for critical incident stress management				01-2003	12-2007
	COPENHAGEN ACC	Completed				
INF01	**Implement the European Aeronautical Information Services (AIS) Database (From: 04-2003 By: 12-2006 / Agreed)**				**Completed**	**PE**
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 hereunder. The Progress is identical to the SLV Progress.						
INF05	**Improve end-to-end integrity 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 Required Navigation Performance Area Navigation (RNP-RNAV) (From: 01-2001 By: 03-2010 / Tentative)**				**No Plan**	**PE**
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.						
NAV06	**Rationalisation of navigation infrastructure (From: 06-2004 By: 10-2010 / Tentative)**				**No Plan**	**PE**
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.						
SAF01	**Implement a safety management system for ATM Service Providers (- By: 07-2003 / Agreed)**				**Completed**	**PE**
Objective fully 'Completed' - no SLoAs to be shown in this LCIP.						
SRC02	**Implement ESARR 2 on reporting and analysis of safety occurrences in ATM (- By: 01-2002 / Agreed)**				**Completed**	**PE**
Objective 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**
Objective fully 'Completed' - no SLoAs to be shown in this LCIP.						
SRC04	**Implement ESARR 4 on risk 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.		12-2004

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.						

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
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-ordinate the transition.						
COM06-ASP01	Develop business and safety cases for the migration to ATS-Qsig				01-2003	12-2007
	Naviair	Planned		Planned before 2007		01-2007
COM06-ASP02	Provide VCSs which support ATS-Qsig				01-2003	12-2008
	Naviair	Planned		Planned before 2007		01-2007
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		01-2007
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)**				**No Plan**	**MN**
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.						
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**	**H**
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.						
AOM13	**Harmonise Operational Air Traffic (OAT) and General Air Traffic (GAT) handling (- By: 01-2007 / Tentative)**				**No Plan**	**H**
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.						
AOP01	**Implement Airside capacity enhancement guidelines and Implementation manual (From: 01-2002 - / Agreed)**				**Completed**	**H**
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**	**H**
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		
AOP04	**Implement Advanced Surface Movement Guidance and Control System (A-SMGCS) Level I (From: 01-2007 - / Tentative)**				**Completed**	**H**
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**	**H**
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 feasibility study.		

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**	**H**
	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**	**H**
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 view to operational use 12/2005.		12-2005
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.		11-2005
ATC02.4	**Implement ground based safety nets - Minim Safe Altitude Warning (MSAW) (From: 12-1998 - / Agreed)**				**Planned**	**H**
ATC02.4-ASP01	Implement Minimum Safe Altitude Warning (MSAW) for ACCs and TMAs				12-1998	-
	COPENHAGEN TMA / COPENHAGEN ACC	Planned		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**	**H**
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 / COPENHAGEN ACC	Completed				
ATC03-ASP03	Implement co-ordination support between civil and military units				12-1995	-
	COPENHAGEN ACC	Completed				
ATC03-ASP04	Permit co-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.		

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 automatic 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	Implement 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	Implement transfer of communication procedure				12-1995	-
	COPENHAGEN ACC	Planned		This will be implemented with DATMAS.	DATMAS	01-2007
ATC03-ASP08	Implement co-ordination support for arrival management				12-2002	-
	COPENHAGEN ACC	No Plan				
ATC04	**Achieve required radar separation minima (From: 12-1998 - / Achieved)**				**Completed**	**H**
	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)**				**Completed**	**H**
	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	**Provide automated support for conflict detection (From: 01-2003 - / Tentative)**				**No Plan**	**H**
	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.					
ATC13	**Implement automated support for conflict resolution (From: 01-2007 - / Tentative)**				**No Plan**	**H**
	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.					
COM05	**Migrate from AFTN/CIDIN to AMHS for international communications (From: 01-2002 By: 12-2007 / Agreed)**				**Partially Completed**	**H**
	Naviair has the necessary capability. Migration with partners that will have the necessary capability is expected during 2005.					
COM05-ASP01	Implement 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 between national non-AMHS network (other than AFTN) and AMHS				01-2002	12-2007
	Naviair	Partially Completed				
DPS01	**Implement Flight Data Processing (FDP) core functionality (- - / Agreed)**				**Partially Completed**	**H**
	'Completed' SLoAs are not shown in the Detailed Objectives Description.					
DPS01-ASP02	Implement automatic 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 / COPENHAGEN ACC	Partially Completed	1	Former Obj 5.1.2 Basic level is achieved		
			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	Implement operational human machine interface				01-1995	-
	COPENHAGEN TMA / COPENHAGEN ACC	Partially Completed	1	Former Obj 5.16.3 basic level is achieved		
			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
ENV01	**Implement Basic Continuous Descent Approach (BCDA) procedures (From: 04-2004 By: 01-2008 / Tentative)**				**No Plan**	**H**
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.						
ENV02	**Implement Collaborative Environmental Management (CEM) at Airports (From: 09-2004 By: 01-2008 / Tentative)**				**No Plan**	**H**
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.						
HUM02	**Implement harmonised selection, recruitment, training and development of ATM staff (From: 12-2000 By: 12-2007 / Agreed)**				**Partially Completed**	**H**
SLoAs that are completed and with no further explanation are not shown.						
HUM02-ASP02	Use common core 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
	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 human factors into the lifecycle of ATM systems (From: 01-2000 By: 12-2007 / Agreed)**				**Completed**	**H**
HUM03-ASP01	Apply human error management, guidelines, methods and tools				06-2000	12-2007
	Naviair	Completed				
HUM03-ASP02	Use the repository 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 material, 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)		

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**	**H**
	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:		12-2005
HUM04-ASP05	Implement the European ATCO Licensing Scheme				10-2001	11-2003
	Naviair	Planned		Originally awaiting implementation of HUM04-REG05, now foreseen for:		12-2005
INF02	**Implement ISO 9001:2000 in AIS (From: 06-1999 By: 12-2003 / Agreed)**				**Not Applicable**	**H**
	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 hereunder.					
INF03	**Implement improved aeronautical information (From: 06-2000 By: 12-2005 / Agreed)**				**Not Applicable**	**H**
	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 hereunder.					
INF04	**Implement integrated briefing (From: 07-2002 By: 12-2005 / Agreed)**				**Planned**	**H**
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**	**H**
	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.		12-2005
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	01-2007
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	01-2007
NAV03-ASP11	Develop a Local P-RNAV Safety Case				01-2001	01-2010

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	Planned		Awaiting outcome of NAV03-ASP05		
NAV07	**Enable Implementation of RNAV Approach Procedures Based on DME/DME and/or Basic GNSS, and RNAV Approach Procedures with Barometric Vertical Guidance (ICAO APV/Baro VNAV (From: 01-2005 - / Tentative)**				**No Plan**	**H**
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".						
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)**				**No Plan**	**H**
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".						
SUR01	**Implement dual Secondary Surveillance Radar (SSR) Coverage (- - / Achieved)**				**Completed**	**H**
This Objective was already considered 'Achieved' in the ECIP2004-2008. Objective fully 'Completed' - no SLoAs to be shown in this LCIP.						
SUR03	**Implement radar data processing and distribution systems (From: 12-2003 - / Achieved)**				**Planned**	**H**
This Objective is now considered 'Achieved' in the ECIP-2005-2009 and removed to 'Minimum Practices'.						
SUR03-ASP01	Provide multi radar surveillance data processing and distribution				12-2003	-
	COPENHAGEN TMA / COPENHAGEN ACC	Planned		ARTAS implementation planned	ARTAS	07-2005
SUR05	**Implement ground-based surveillance in continental airspace and airports via Automatic Dependent Surveillance Broadcast (ADS-B) (From: 06-2005 - / Tentative)**				**No Plan**	**H**
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.						
SUR06	**Implement Automatic Dependent Surveillance Contract (ADS- C) to provide and/or improve surveillance in low air traffic density/non continental airspace (From: 01-2004 - / Tentative)**				**No Plan**	**H**
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 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 Use of Airspace (FUA) Concept (- - / Achieved)**				**Completed**	**PE**
AOM07	**Implement collaborative civil-military airspace planning at national level (- By: 09-2004 / Agreed)**				**Planned**	**PE**
	.					
AOM07-ASP01	Apply 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.		03-2005
AOM07-REG01	Assess/verify the applicability of common procedures and guidelines				-	09-2004
	Mil. Authority	Planned		As above ASP01.		03-2005
AOM09	**Implement re-organisation of ECAC airspace to ensure 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 crews and adapt airborne systems, as required				-	11-2003
	Mil. Authority	Completed				
AOM10	**Implement ATS Route Network (ARN) - Version 5 (From: 06-2004 By: 12-2006 / Agreed)**				**Planned**	**PE**
AOM10-ASP01	Implement 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 of ECAC airspace to ensure a uniform and simplified application of ICAO ATS classes above a common agreed level, below the Class N environment (- By: 04-2006 / Tentative)**				**No Plan**	**PE**
	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.					
AOM15	**Implement re-organisation of ECAC airspace to ensure a uniform and simplified application of ICAO ATS classification below Class K airspace (- By: 11-2006 / Tentative)**				**No Plan**	**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
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.						
AOM17	**Implement collaborative civil-military airspace planning at European level (- By: 12-2007 / Tentative)**				-	**PE**
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.						
AOP03	**Improve runway safety by preventing runway incursions (From: 04-2003 By: 12-2008 / Agreed)**				**No Plan**	**PE**
Military regulations 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).		
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 Avoidance System (ACAS) II (From: 01-2000 By: 01-2005 / Agreed)**				**Partially Completed**	**PE**
As TACDEN has not yet incorporated ICAO doc 8168 vol I amd 12 into the relevant flight operational manuals, the Stakeholder Progress is still "Partially 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	Establish 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	Install ACAS II in transport-type aircraft				-	01-2005
	Mil. Authority	Completed		All applicable aircraft ACAS II now equipped, action completed		
ATC01-MIL02	Train aircrews of tactical aircraft (not ACAS II equipped) on the implications of ACAS operations				07-2003	07-2004
	Mil. Authority	Completed				
ATC01-REG01	Establish 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 changes 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	Adopt 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).		

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 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.						
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**
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**
All ASP SLoAs are taken care of by the Service Provider (Naviair) - no SLoAs to be shown..						
HUM01	**Ensure timely availability of controllers (From: 12-2000 By: 12-2007 / Agreed)**				**Not Applicable**	**PE**
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**
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 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.						
NAV06	**Rationalisation of navigation infrastructure (From: 06-2004 By: 10-2010 / Tentative)**				**No Plan**	**PE**
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.						
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. Authority	Completed		The 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**
	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.					

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
AOM16	**Extend collaborative civil-military airspace planning with neighbours (From: 10-2004 - / Agreed)**				**Planned**	**MN**
	In line with Naviair statements. No SLoAs are shown.					
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.					
COM06	**Migrate to ATS-Qsig digital signalling for ground telephone applications (From: 01-2003 By: 12-2008 / Agreed)**				**Planned**	**MN**
	TACDEN will modernize ATS systems at military air bases which includes ATS Qsig. It is planned to be operational early 2006.					
COM06-ASP01	Develop business 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	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 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 authorization from national regulator as required.				01-2003	12-2008
	Mil. Authority	Not Applicable		Same as Naviair		
NAV08	**Enable Implementation of approach procedures with vertical guidance using SBAS (ICAO APV I&II) (From: 01-2006 - / Tentative)**				**No Plan**	**MN**
	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.					
Harmonisation						
AOM12	**Extend FUA with dynamic airspace management (From: 10-2004 - / Tentative)**				**No Plan**	**H**
	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.					
AOM13	**Harmonise Operational Air Traffic (OAT) and General Air Traffic (GAT) handling (- By: 01-2007 / Tentative)**				**No Plan**	**H**
	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.					
AOP01	**Implement Airside capacity enhancement guidelines and Implementation manual (From: 01-2002 - / Agreed)**				**Not Applicable**	**H**
AOP01-USE01	Familiarise aircrew in the application of Airside capacity enhancement guidelines and the implementation manual				11-2002	-
	Mil. Authority	Not Applicable		Not needed at Military Airports.		
ATC02.1	**Implement ground based safety nets - Short Term Conflict Alert (STCA) - level 1 (From: 12-1998 By: 12-2005 / Agreed)**				**Not Applicable**	**H**
	The ASP SLoAs is taken care of by the Service Provider (Naviair) - no SLoAs to be shown.					
ATC02.3	**Implement ground based safety nets - Area Proximity Warning (APW) (From: 12-1998 - / Agreed)**				**Not Applicable**	**H**
	The ASP SLoAs is 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**	**H**
	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**	**H**
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**	**H**
	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**	**H**
	Mil. Authority has no ATM Service Provision role, so the ASP SLoA is "Not Applicable" and not detailed in the Detailed Objectives Description.					
HUM02	**Implement harmonised selection, recruitment, training and development of ATM staff (From: 12-2000 By: 12-2007 / Agreed)**				**Not Applicable**	**H**
	Mil. Authority has no ATM Service Provision role, so the ASP SLoAs are Not Applicable" and not detailed in the Detailed Objectives Description.					
HUM03	**Fully integrate human factors into the lifecycle of ATM systems (From: 01-2000 By: 12-2007 / Agreed)**				**Not Applicable**	**H**
	Mil. Authority has no ATM Service Provision role, so the ASP SLoAs are Not Applicable and not detailed in the Detailed Objectives Description.					
HUM04	**Implement the European Air Traffic Controller licensing scheme (From: 10-2000 By: 11-2003 / Agreed)**				**Not Applicable**	**H**
	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**	**H**
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 equivalent role to that of civil ANSPs, so Progress is put as "No Plan".		
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**	**H**
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 Description				Stakeholder Progress	Class
SLoA Nr.	SLoA Description				Start	Finish
	Local Scope	SLoA Prog.	LA Nr.	LA Description	Related Plan	LA Date
	Mil. Authority	Not Applicable		INF03-MIL01 is found to be irrelevant in the LCIP context, as this is already covered in the ICAO Annex 15.		
INF03-MIL02	Implement and provide the eAIP				12-2002	12-2005
	Mil. Authority	No Plan				
INF04	**Implement integrated briefing (From: 07-2002 By: 12-2005 / Agreed)**				**No Plan**	**H**
INF04-ASP01	Implement and provide integrated briefing function				07-2002	12-2005
	Mil. Authority	No Plan				
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)**				**No Plan**	**H**
No SLoAs are shown in the LCIP, except ASP06, which is 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				
NAV07	**Enable Implementation of RNAV Approach Procedures Based on DME/DME and/or Basic GNSS, and RNAV Approach Procedures with Barometric Vertical Guidance (ICAO APV/Baro VNAV (From: 01-2005 - / Tentative)**				**No Plan**	**H**
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".						
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)**				**No Plan**	**H**
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".						
SUR05	**Implement ground-based surveillance in continental airspace and airports via Automatic Dependent Surveillance Broadcast (ADS-B) (From: 06-2005 - / Tentative)**				**No Plan**	**H**
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.						
SUR06	**Implement Automatic Dependent Surveillance Contract (ADS- C) to provide and/or improve surveillance in low air traffic density/non continental airspace (From: 01-2004 - / Tentative)**				**No Plan**	**H**
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 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						
AOP03	**Improve runway safety by preventing runway incursions (From: 04-2003 By: 12-2008 / Agreed)**				**Planned**	**PE**
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
	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**	**H**
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**	**H**
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**	**H**
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**	**H**
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**	**H**
Provision of automatic co-ordination with the Airport System for ground movement handling and arrival/departure times is implemented. No SLoAs to be shown.						
ENV01	**Implement Basic Continuous Descent Approach (BCDA) procedures (From: 04-2004 By: 01-2008 / Tentative)**				**No Plan**	**H**
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.						
ENV02	**Implement Collaborative Environmental Management (CEM) at Airports (From: 09-2004 By: 01-2008 / Tentative)**				**No Plan**	**H**
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.						

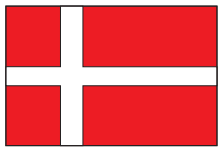
Objective Number	Objective Description				Stakeholder Progress	Class
SLoA Nr.	SLoA Description				Start	Finish
	Local Scope	SLoA Prog.	LA Nr.	LA Description	Related Plan	LA Date
NAV09	**Enable GBAS Cat.1 based precision approach service as a first step towards a system providing Category II and III capability (From: 01-2006 - / Tentative)**				**No Plan**	**H**
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".						

EUROCONTROL

Local Convergence and Implementation Plan

Detailed Planning Information (per Objective)

DENMARK



Years 2005-2009

Objective Ref.	Objective Description				Class
State					Overall Progress
Stakeholder					Stakeholder Progress
SLoA Nr.	SLoA Description				Start / Finish
	Local Scope	SLoA Progress	LA Nr.	LA Description	Related Plan / LA Date

AOM06	Implement Flexible Use of Airspace (FUA) Concept (- - / Achieved)	PE
DK - Denmark		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 (- By: 09-2004 / Agreed)	PE
DK - Denmark		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.		

ASP				Planned
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.	03-2005	

MIL				Planned
.				
AOM07-ASP01	Apply 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.	03-2005	
AOM07-REG01	Assess/verify the applicability of common procedures and guidelines	-	09-2004	
Mil. Authority	Planned	As above ASP01.	03-2005	

REG				Planned
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 of ECAC airspace to ensure the application of a common ICAO ATS classification above a common agreed level (- - / Achieved)	PE
DK - Denmark		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.		

Objective Ref.	Objective Description				Class
	State				Overall Progress
	Stakeholder				Stakeholder Progress
SLoA Nr.	SLoA Description				Start / Finish
	Local Scope	SLoA Progress	LA Nr.	LA Description	Related Plan / LA Date
	ASP				Completed
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	
	MIL				Completed
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 crews and adapt airborne systems, as required				- / 11-2003
	Mil. Authority	Completed			
	REG				Completed
The SLoA is completed, and not shown in the Detailed Objectives Description.					

AOM10	Implement ATS Route Network (ARN) - Version 5 (From: 06-2004 By: 12-2006 / Agreed)				PE
	DK - Denmark				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.					
	ASP				Planned
AOM10-ASP01	Implement 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 Compatibility 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 deliverable is available in 06/2005.	

Objective Ref.	Objective Description				Class
	State				Overall Progress
	Stakeholder				Stakeholder Progress
SLoA Nr.	SLoA Description				Start / Finish
	Local Scope	SLoA Progress	LA Nr.	LA Description	Related Plan / LA Date
	MIL				Planned
AOM10-ASP01	Implement 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 of ECAC airspace to ensure a uniform and simplified application of ICAO ATS classes above a common agreed level, below the Class N environment (- By: 04-2006 / Tentative)	PE
	DK - Denmark	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.	
	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.	
	MIL	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.	
	REG	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.	

AOM15	Implement re-organisation of ECAC airspace to ensure a uniform and simplified application of ICAO ATS classification below Class K airspace (- By: 11-2006 / Tentative)	PE
	DK - Denmark	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.	
	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.	
	MIL	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.	
	REG	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.	

AOM17	Implement collaborative civil-military airspace planning at European level (- By: 12-2007 / Tentative)	PE
	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				Class
	State				Overall Progress
	Stakeholder				Stakeholder Progress
SLoA Nr.	SLoA Description				Start / Finish
	Local Scope	SLoA Progress	LA Nr.	LA Description	Related Plan / LA Date
	ASP				-
	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.				
	MIL				-
	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.				
	REG				-
	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.				
AOP03	**Improve runway safety by preventing runway incursions (From: 04-2003 By: 12-2008 / Agreed)**				**PE**
	DK - Denmark				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.*				
	APO				Planned
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**
	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.	
	ASP				Planned
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**
	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.	
	MIL				No Plan
	Military regulations 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).	
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**

Objective Ref.	Objective Description				Class
	State				Overall Progress
	Stakeholder				Stakeholder Progress
SLoA Nr.	SLoA Description				Start / Finish
	Local Scope	SLoA Progress	LA Nr.	LA Description	Related Plan / LA Date
	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.	
	REG				Planned
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
	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	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".*	
	ASP	Completed
	Objective fully 'Completed' - no SLoAs shown in the Detailed Objectives Description.	
	MIL	Partially Completed
	As TACDEN has not yet incorporated ICAO doc 8168 vol I amd 12 into the relevant flight operational manuals, the Stakeholder Progress is still "Partially 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	Establish 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	Install ACAS II in transport-type aircraft	- / 01-2005
	Mil. Authority / Completed	All applicable aircraft ACAS II now equipped, action completed
ATC01-MIL02	Train aircrews of tactical aircraft (not ACAS II equipped) on the implications of ACAS operations	07-2003 / 07-2004
	Mil. Authority / Completed	
ATC01-REG01	Establish 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 changes 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)

Objective Ref.	Objective Description				Class
	State				Overall Progress
	Stakeholder				Stakeholder Progress
SLoA Nr.	SLoA Description				Start / Finish
	Local Scope	SLoA Progress	LA Nr.	LA Description	Related Plan / LA Date
ATC01-REG07	Adopt 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				Partially Completed
ATC01-REG01	Establish 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 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	Certify ACAS II compliant equipment				- / 01-2005
	SLV	Completed			
ATC01-REG07	Adopt 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 OPS 1 August 2005 at the latest. The new procedures will be adopted when they are included in JAR-OPS 1.	08-2005

ATC02.2	Implement ground based safety nets - Short Term Conflict Alert (STCA) - level 2 (- By: 12-2007 / Tentative)	PE
	DK - Denmark	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. Awaiting the Agency SLoA AGY01, foreseen 12/2005.	
	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.	
	MIL	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					Overall Progress
	Stakeholder					Stakeholder Progress
SLoA Nr.	SLoA Description				Start	Finish
	Local Scope	SLoA Progress	LA Nr.	LA Description	Related Plan	LA Date
	REG					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.					

COM04	Migrate flight data exchange from X.25 to TCP/IP (From: 01-2005 By: 12-2007 / Agreed)					PE
	DK - Denmark					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.					
	ASP					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.					
	MIL					Under Review
	Military will proceed in line with Naviair.					
	REG					Under Review
	No actions planned yet - awaiting outcome of Naviair's proposal to Eurocontrol.					

COM07	Improve the management and optimise the operational use of the aeronautical frequency assignments in allocated radio bands (From: 12-2000 By: 12-2005 / Agreed)					PE
	DK - Denmark					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'.					
	REG					Planned
COM07-REG02	Provide aeronautical 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 the new system planning functions, use common tools, and comply with the agreed procedures.				12-2002	12-2005
	SLV	Planned		As above		

FCM01	Implement enhanced tactical flow management services (From: 08-2001 By: 12-2006 / Agreed)					PE
	DK - Denmark					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".					
	ASP					Planned
FCM01-ASP01	Supply ETFMS with basic correlated position data				08-2001	12-2004
	COPENHAGEN ACC	Completed				
FCM01-ASP02	Supply ETFMS with Standard Correlated Position Data				08-2001	12-2006

Objective Ref.	Objective Description					Class
	State					Overall Progress
	Stakeholder					Stakeholder Progress
SLoA Nr.	SLoA Description				Start	Finish
	Local Scope	SLoA Progress	LA Nr.	LA Description	Related Plan	LA Date
	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	Receive and process ATFM data from the CFMU				03-1995	12-2001
	COPENHAGEN ACC	Completed				
FCM01-ASP04	Inform CFMU of flight activations and estimates for ATFM purposes				03-1995	12-1999
	COPENHAGEN ACC	Completed				
FCM01-ASP05	Inform CFMU of flight activations 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 CFMU of 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	Inform CFMU of aircraft holding for ATFM purposes				03-2003	12-2006
	COPENHAGEN ACC	Late		This will be implemented with DATMAS	DATMAS	01-2007
FCM01-ASP08	Supply CFMU with Departure Planning Information (DPI)				03-2005	-
	COPENHAGEN ACC	Planned		DMan implementation planned		06-2005
	MIL					Not 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 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.		
	ASP	Late
Those SLoAs that are completed and have no further clarification, are not shown in 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 AFP 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 taken care of by the Service Provider (Naviair) - no SLoAs to be shown..						

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

Objective Ref.	Objective Description				Class
	State				Overall Progress
	Stakeholder				Stakeholder Progress
SLoA Nr.	SLoA Description			Start	Finish
	Local Scope	SLoA Progress	LA Nr. / LA Description	Related Plan	LA Date
	DK - Denmark				Completed
	ASP				Completed
HUM01-ASP01	Apply guidelines 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	Make available a sufficient number of controllers			02-2000	12-2007
	COPENHAGEN ACC	Completed			
HUM01-ASP04	Apply guidelines for critical incident stress management			01-2003	12-2007
	COPENHAGEN ACC	Completed			
	MIL				Not Applicable
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)				PE
	DK - Denmark				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.					
	ASP				Completed
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 hereunder. The Progress is identical to the SLV Progress.					
	MIL				No Plan
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		
	REG				Completed
Note that in Denmark, the INF01 ASP related SLoAs are taken care of by Regulatory Authority SLV, and therefore are shown in the REG-SLoAs sheet.					
INF01-ASP01	Migration and transition of States to EAD			09-2002	12-2004
	SLV	Completed	As a Participating Client, migration has now been finished.		
INF01-ASP02	Provision of data to EAD by States			12-2002	12-2003
	SLV	Completed	DK is a Participating Client. In accordance with the Migration and Transition Plan, provision of data to EAD has now been implemented end of 2004.		12-2004
INF01-ASP03	Migration of all remaining ECAC States to EAD			07-2003	12-2006
	SLV	Not Applicable	For an initial participating State, this is not considered applicable.		

Objective Ref.	Objective Description				Class
	State				Overall Progress
	Stakeholder				Stakeholder Progress
SLoA Nr.	SLoA Description				Start / Finish
	Local Scope	SLoA Progress	LA Nr.	LA Description	Related Plan / LA Date

INF05	Improve end-to-end integrity of aeronautical data (From: 12-2003 By: 12-2007 / Tentative)	PE
	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.	

NAV05	Implementation of Required Navigation Performance Area Navigation (RNP-RNAV) (From: 01-2001 By: 03-2010 / Tentative)	PE
	DK - Denmark	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. In addition, Denmark is awaiting the outcome of several AGY SLoAs.	
	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.	
	MIL	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.	
	REG	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.	

NAV06	Rationalisation of navigation infrastructure (From: 06-2004 By: 10-2010 / Tentative)	PE
	DK - Denmark	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. In addition, Denmark is awaiting the outcome of several AGY SLoAs.	
	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.	
	MIL	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.	
	REG	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.	

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

Objective Ref.	Objective Description				Class
	State				Overall Progress
	Stakeholder				Stakeholder Progress
SLoA Nr.	**SLoA Description**			**Start**	**Finish**
	Local Scope	SLoA Progress	LA Nr. / LA Description	Related Plan	LA Date
	DK - Denmark				**Completed**
	Development of the Action Plan for Implementation of Safety Management is completed, and all actions described in the Safety Plan have been implemented.				
	ASP				**Completed**
	Objective fully 'Completed' - no SLoAs to be shown in this LCIP.				
	MIL				**Completed**
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			
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)**				**PE**
	DK - Denmark				**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).*				
	ASP				**Completed**
	Objective fully 'Completed' - no SLoAs to be shown in this LCIP.				
	MIL				**Completed**
	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)		
	REG				**Completed**
SRC02-REG01	**Identify and establish national institutional arrangements to implement ESARR 2**			**11-1999**	**11-2000**
	SLV	Completed	1 National legislation already published: 2 - Existence of legislation allowing ESARR 2 enactment at national level. 3 - Existence of legislation ensuring "non punitive" environment.		
SRC02-REG02	**Assess national regulations vs. ESARR 2 if national regulations are already applicable to the subject matter**			**11-1999**	**11-2001**
	SLV	Completed	See SRC02-REG01		

Objective Ref.	Objective Description				Class
	State				Overall Progress
	Stakeholder				Stakeholder Progress
SLoA Nr.	SLoA Description				Start / Finish
	Local Scope	SLoA Progress	LA Nr.	LA Description	Related Plan / LA Date
SRC02-REG03	Document and address 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 regulations 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 or 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	Notify ICAO of any differences between 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	Implement ESARR 2 requirements 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)				11-1999 / 01-2001
	SLV	Completed		Same comment as for SRC02-REG07 above.	
SRC02-REG09	Implement ESARR 2 requirements 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.	
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 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 management systems by ATM Service Providers (- By: 07-2003 / Agreed)	PE
	DK - Denmark	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).

Objective Ref.	Objective Description				Class
	State				Overall Progress
	Stakeholder				Stakeholder Progress
SLoA Nr.	SLoA Description				Start / Finish
	Local Scope	SLoA Progress	LA Nr.	LA Description	Related Plan / LA Date
	ASP				Completed
	Objective fully 'Completed' - no SLoAs to be shown in this LCIP.				
	MIL				Completed
	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. Authority	Completed		The Danish Military Authority has equivalent requirements to those in ESARRs.	
	REG				Partially Completed
SRC03-REG01	Identify and establish national institutional arrangements to implement ESARR 3				07-2000 / 10-2001
	SLV	Completed		Appropriate national institutional arrangements have been identified, including the identification of responsibilities and appropriate legislation to be adapted	
SRC03-REG02	Assess national regulations vs. ESARR 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 address the differences identified 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, 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 regulations 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 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 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	Implement ESARR 4 on risk assessment and mitigation in ATM (- By: 04-2004 / Agreed)				PE

Objective Ref.	Objective Description				Class
	State				Overall Progress
	Stakeholder				Stakeholder Progress
SLoA Nr.	SLoA Description				Start / Finish
	Local Scope	SLoA Progress	LA Nr.	LA Description	Related Plan / LA Date
	DK - Denmark				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.				
	ASP				Completed
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.	12-2004
	MIL				Completed
	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.	
	REG				Partially Completed
SRC04-REG01	Identify and establish national regulations to implement ESARR 4				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	Assess national regulations vs. ESARR 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 address the differences identified in 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".	
SRC04-REG04	Draft new or modified 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	Publish the new or modified regulations compliant with ESARR 4				04-2002 / 05-2003
	SLV	Completed			
SRC04-REG06	Notify ICAO of any differences 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	Develop and implement the mechanisms 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.	

Objective Ref.	Objective Description				Class
	State				Overall Progress
	Stakeholder				Stakeholder Progress
SLoA Nr.	SLoA Description				Start / Finish
	Local Scope	SLoA Progress	LA Nr.	LA Description	Related Plan / LA Date
SRC04-REG08	Verify that 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.	07-2005
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).	12-2004

SRC05.1	Implement ESARR 5 on ATM services' personnel (- By: 11-2003 / Agreed)				PE
	DK - Denmark				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.					
	ASP				Partially Completed
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
	MIL				Completed
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.	
	REG				Partially Completed
SRC05.1-REG01	Identify and establish national institutional arrangements to implement ESARR 5 (Edition 2.0), Sections 5.1 and 5.2				11-2000 / 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 regulations 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 address the differences identified 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 modified 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	Publish the new or modified regulations 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	

Objective Ref.	Objective Description				Class
	State				Overall Progress
	Stakeholder				Stakeholder Progress
SLoA Nr.	SLoA Description				Start / Finish
	Local Scope	SLoA Progress	LA Nr.	LA Description	Related Plan / LA Date
SRC05.1-REG06	**Notify ICAO of differences 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	**Implement 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 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

SRC05.2	Implement ESARR 5 on ATM services' personnel (engineering and technical personnel) (- By: 04-2005 / Agreed)				PE
	DK - Denmark				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".					
	ASP				Planned
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	
	MIL				Completed
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.	
	REG				Planned
SRC05.2-REG01	**Identify and establish national institutional 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 regulations vs. ESARR 5 (Edition 2.0), Section 5.3 if national regulations are already applicable to the subject matter**				**04-2002 / 04-2003**
	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.	

Objective Ref.	Objective Description				Class
	State				Overall Progress
	Stakeholder				Stakeholder Progress
SLoA Nr.	SLoA Description				Start / Finish
	Local Scope	SLoA Progress	LA Nr.	LA Description	Related Plan / LA Date
SRC05.2-REG03	**Document and address the differences identified 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 modified 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 requirements for engineering and technical 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.	03-2005
SRC05.2-REG07	**Develop and implement the mechanisms 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	Implementation of ESARR 6 on Software in ATM Systems (- By: 11-2006 / Agreed)				PE
	DK - Denmark				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.*					
	ASP				Planned
SRC06-ASP01	**Implement ESARR 6 requirements.**				11-2003 / 11-2006
	Naviair	Planned		Awaiting related REG deliverables.	
	MIL				Under Review
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			
	REG				Planned
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

Objective Ref.	Objective Description				Class
	State				Overall Progress
	Stakeholder				Stakeholder Progress
SLoA Nr.	SLoA Description				Start / Finish
	Local Scope	SLoA Progress	LA Nr.	LA Description	Related Plan / LA Date
	SLV	Completed			
SRC06-REG02	Assess national regulations vs. ESARR 6 if national regulations are already applicable to the subject matter.				11-2003 / 02-2005
	SLV	Completed			
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

AOM11	Extend the application of Flexible Use of Airspace (FUA) principles to the lower airspace (From: 02-2003 - / Agreed)	MN
	DK - Denmark	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".		
	ASP	Completed
All SLoAs are "Completed", so not to be shown in the Detailed Objectives Description.		
	MIL	Completed
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)				MN
	DK - Denmark				Planned
Naviair is awaiting agreement with neighbours. There are ongoing negotiations with AVINOR - an agreement is expected early 2005.					
	ASP				Planned
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.	
	MIL				Planned
In line with Naviair statements. No SLoAs are shown.					

Objective Ref.	Objective Description				Class
	State				Overall Progress
	Stakeholder				Stakeholder Progress
SLoA Nr.	SLoA Description			Start	Finish
	Local Scope	SLoA Progress	LA Nr. / LA Description	Related Plan	LA Date
ATC06	**Implement ATC air-ground data link services (Phase 1) (From: 06-2003 By: 12-2007 / Agreed)**				**MN**
	DK - Denmark				**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".				
	ASP				**Partially Completed**
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.		
	REG				**Completed**
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)**				**MN**
	DK - Denmark				**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.				
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.				

Objective Ref.	Objective Description				Class
	State				Overall Progress
	Stakeholder				Stakeholder Progress
SLoA Nr.	SLoA Description				Start / Finish
	Local Scope	SLoA Progress	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)				MN
	DK - Denmark				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.				
	ASP				Planned
	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-ordinate the transition.				
COM06-ASP01	**Develop business and safety cases for the migration to ATS-Qsig**				**01-2003 / 12-2007**
	Naviair	Planned		Planned before 2007	01-2007
COM06-ASP02	**Provide VCSs which support ATS-Qsig**				**01-2003 / 12-2008**
	Naviair	Planned		Planned before 2007	01-2007
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	01-2007
COM06-ASP04	**Get authorization from national regulator as required.**				**01-2003 / 12-2008**
	Naviair	Planned			
	MIL				Planned
	TACDEN will modernize ATS systems at military air bases which includes ATS Qsig. It is planned to be operational early 2006.				
COM06-ASP01	**Develop business 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	**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 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 authorization from national regulator as required.**				**01-2003 / 12-2008**
	Mil. Authority	Not Applicable		Same as Naviair	

NAV08	Enable Implementation of approach procedures with vertical guidance using SBAS (ICAO APV I&II) (From: 01-2006 - / Tentative)	MN
	DK - Denmark	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.	
	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.	
	MIL	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					Overall Progress
	Stakeholder					Stakeholder Progress
SLoA Nr.	SLoA Description				Start	Finish
	Local Scope	SLoA Progress	LA Nr.	LA Description	Related Plan	LA Date
	REG					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.					
SUR02	Implement Mode S elementary surveillance (From: 01-2003 By: 03-2005 / Agreed)					MN
	DK - Denmark					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.					
	ASP					Planned
	See Overall State Progress Description.					
AOM12	Extend FUA with dynamic airspace management (From: 10-2004 - / Tentative)					H
	DK - Denmark					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. In addition, Denmark is awaiting the outcome of AGY SLoAs.					
	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.					
	MIL					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.					
AOM13	Harmonise Operational Air Traffic (OAT) and General Air Traffic (GAT) handling (- By: 01-2007 / Tentative)					H
	DK - Denmark					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. In addition, Denmark is awaiting the outcome of several AGY SLoAs.					
	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.					
	MIL					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.					
	REG					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.					
AOP01	Implement Airside capacity enhancement guidelines and Implementation manual (From: 01-2002 - / Agreed)					H

Objective Ref.	Objective Description				Class
	State				Overall Progress
	Stakeholder				Stakeholder Progress
SLoA Nr.	SLoA Description				Start / Finish
	Local Scope	SLoA Progress	LA Nr.	LA Description	Related Plan / LA Date
	DK - Denmark				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.				
	APO				Planned
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.	
	ASP				Completed
AOP01-ASP01	Familiarise airport controllers in the application of guidelines and the implementation manual				11-2002 / -
	Naviair	Completed			
	MIL				Not Applicable
AOP01-USE01	Familiarise aircrew in the application of Airside capacity enhancement guidelines and the implementation manual				11-2002 / -
	Mil. Authority	Not Applicable		Not needed at Military Airports.	
AOP02	Implement use of a methodology for Airport Airside Capacity Analysis (eg CAMACA) (From: 02-2003 - / Agreed)				H
	DK - Denmark				Completed
	CAMACA is now in use at Kastrup Airport				
	APO				Completed
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	
	ASP				Completed
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	
AOP04	Implement Advanced Surface Movement Guidance and Control System (A-SMGCS) Level I (From: 01-2007 - / Tentative)				H

Objective Ref.	Objective Description				Class
	State				Overall Progress
	Stakeholder				Stakeholder Progress
SLoA Nr.	SLoA Description				Start / Finish
	Local Scope	SLoA Progress	LA Nr.	LA Description	Related Plan / LA Date
	DK - Denmark				Completed
	A-SMGCS is operational since December 2004 at Kastrup. Therefore, although the Objective is Tentative, DK considers the Objective "Completed".				
	APO				Completed
	A-SMGCS is operational since December 2004 at Kastrup. Therefore, although the Objective is Tentative, DK considers the Objective "Completed".				
	ASP				Completed
	A-SMGCS is operational since December 2004 at Kastrup. Therefore, although the Objective is Tentative, DK considers the Objective "Completed".				
	REG				Completed
	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)**				**H**
	DK - Denmark				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.				
	APO				No Plan
	There is no information available on the progress of this Objective. No SLoAs to be shown.				
	ASP				No Plan
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 feasibility study.	
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)**				**H**
	DK - Denmark				Completed
	The Short Term Conflict Alert (STCA) part of this Objective has been implemented in Denmark.				
	ASP				Completed
	Objective fully 'Completed' - no SLoAs to be shown in this LCIP.				

Objective Ref.	Objective Description					Class
State						Overall Progress
Stakeholder						Stakeholder Progress
SLoA Nr.	SLoA Description				Start	Finish
	Local Scope	SLoA Progress	LA Nr.	LA Description	Related Plan	LA Date
MIL						Not Applicable
The ASP SLoAs is taken care of by the Service Provider (Naviair) - no SLoAs to be shown.						

ATC02.3	Implement ground based safety nets - Area Proximity Warning (APW) (From: 12-1998 - / Agreed)					H
DK - Denmark						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.						
ASP						Planned
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 view to operational use 12/2005.		12-2005
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.		11-2005
MIL						Not Applicable
The ASP SLoAs is taken care of by the Service Provider (Naviair) - no SLoAs to be shown.						

ATC02.4	Implement ground based safety nets - Minim Safe Altitude Warning (MSAW) (From: 12-1998 - / Agreed)					H
DK - Denmark						Planned
Same comments apply as for ATC02.3.						
ASP						Planned
ATC02.4-ASP01	Implement Minimum Safe Altitude Warning (MSAW) for ACCs and TMAs				12-1998	-
	COPENHAGEN TMA / COPENHAGEN ACC	Planned		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		
MIL						Not Applicable
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)	H
DK - Denmark		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.		

Objective Ref.	Objective Description					Class
	State					Overall Progress
	Stakeholder					Stakeholder Progress
SLoA Nr.	SLoA Description				Start	Finish
	Local Scope	SLoA Progress	LA Nr.	LA Description	Related Plan	LA Date
	APO					Completed
Provision of automatic co-ordination with the Airport System for ground movement handling and arrival/departure times is implemented. No SLoAs to be shown.						
	ASP					Partially Completed
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 / COPENHAGEN ACC	Completed				
ATC03-ASP03	Implement co-ordination support between civil and military units				12-1995	-
	COPENHAGEN ACC	Completed				
ATC03-ASP04	Permit co-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 automatic 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	Implement 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	Implement transfer of communication procedure				12-1995	-
	COPENHAGEN ACC	Planned		This will be implemented with DATMAS.	DATMAS	01-2007
ATC03-ASP08	Implement co-ordination support for arrival management				12-2002	-
	COPENHAGEN ACC	No Plan				
	MIL					Completed
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.		
ATC04	Achieve required radar separation minima (From: 12-1998 - / Achieved)					H

Objective Ref.	Objective Description				Class
State					Overall Progress
Stakeholder					Stakeholder Progress
SLoA Nr.	SLoA Description			Start	Finish
	Local Scope	SLoA Progress	LA Nr. / LA Description	Related Plan	LA Date

DK - Denmark — **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.

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)	H

DK - Denmark — **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.

ASP — **Completed**

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.		

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)	H

DK - Denmark — **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.

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.

ATC13	Implement automated support for conflict resolution (From: 01-2007 - / Tentative)	H

DK - Denmark — **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.

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				Overall Progress	
	Stakeholder				Stakeholder Progress	
SLoA Nr.	SLoA Description				Start	Finish
	Local Scope	SLoA Progress	LA Nr.	LA Description	Related Plan	LA Date
	REG				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.					
COM05	**Migrate from AFTN/CIDIN to AMHS for international communications (From: 01-2002 By: 12-2007 / Agreed)**					**H**
	DK - Denmark				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.*					
	ASP				Partially Completed	
	Naviair has the necessary capability. Migration with partners that will have the necessary capability is expected during 2005.					
COM05-ASP01	**Implement 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 between national non-AMHS network (other than AFTN) and AMHS**				**01-2002**	**12-2007**
	Naviair	Partially Completed				
	MIL				No Plan	
	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)**					**H**
	DK - Denmark				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.					
	ASP				Partially Completed	
	'Completed' SLoAs are not shown in the Detailed Objectives Description.					
DPS01-ASP02	**Implement automatic assignment and management of SSR codes according to ORCAM**				**-**	**12-1995**
	COPENHAGEN TMA / COPENHAGEN ACC	Partially Completed	1	Former Obj 5.1.2 Basic level is achieved		
			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	**Implement operational human machine interface**				**01-1995**	**-**

Objective Ref.	Objective Description					Class
	State				Overall Progress	
	Stakeholder				Stakeholder Progress	
SLoA Nr.	SLoA Description				Start	Finish
	Local Scope	SLoA Progress	LA Nr.	LA Description	Related Plan	LA Date
	COPENHAGEN TMA / COPENHAGEN ACC	Partially Completed	1	Former Obj 5.16.3 basic level is achieved		
			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 ASP SLoA is "Not Applicable" and not detailed in the Detailed Objectives Description.						

ENV01	Implement Basic Continuous Descent Approach (BCDA) procedures (From: 04-2004 By: 01-2008 / Tentative)	H
	DK - Denmark	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.		
	APO	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.		
	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.		

ENV02	Implement Collaborative Environmental Management (CEM) at Airports (From: 09-2004 By: 01-2008 / Tentative)	H
	DK - Denmark	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.		
	APO	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.		
	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.		

HUM02	Implement harmonised selection, recruitment, training and development of ATM staff (From: 12-2000 By: 12-2007 / Agreed)	H
	DK - Denmark	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.		
	ASP	Partially Completed
SLoAs that are completed and with no further explanation are not shown.		
HUM02-ASP02	Use common core 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					Overall Progress
	Stakeholder					Stakeholder 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 Applicable" and not detailed in the Detailed Objectives Description.					

HUM03	Fully integrate human factors into the lifecycle of ATM systems (From: 01-2000 By: 12-2007 / Agreed)					H
	DK - Denmark					Completed
	This Objective is considered fully Completed. For some SLoAs, equivalent means of 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 repository 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 material, 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					Not Applicable
	Mil. Authority has no ATM Service Provision role, so the ASP SLoAs are Not Applicable and not detailed in the Detailed Objectives Description.					

HUM04	Implement the European Air Traffic Controller licensing scheme (From: 10-2000 By: 11-2003 / Agreed)					H
	DK - Denmark					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.					
	ASP					Planned
	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:		12-2005
HUM04-ASP05	Implement the European ATCO Licensing Scheme				10-2001	11-2003
	Naviair	Planned		Originally awaiting implementation of HUM04-REG05, now foreseen for:		12-2005
	MIL					Not Applicable
	All ASP and REG SLoAs are taken care of by the Service Provider (Naviair) and the Regulator (SLV) - no SLoAs to be shown.					

Objective Ref.	Objective Description				Class
	State				Overall Progress
	Stakeholder				Stakeholder Progress
SLoA Nr.	SLoA Description				Start / Finish
	Local Scope	SLoA Progress	LA Nr.	LA Description	Related Plan / LA Date
	REG				Partially Completed
Full completion planned for end 2005.					
HUM04-REG01	Establish national preparatory task force				10-2001 / 11-2003
	SLV	Completed			
HUM04-REG02	Verify initial training courses satisfy the common core content syllabi				10-2001 / 11-2003
	SLV	Completed		Part of the ESARR 5 implementation - now completed.	01-2005
HUM04-REG03	Approve unit training plans				10-2001 / 11-2003
	SLV	Completed		Part of the ESARR 5 implementation - now completed.	01-2005
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 requirements for the European ATCO Licensing Scheme				10-2000 / 11-2003
	SLV	Completed		Part of the ESARR 5 implementation - now completed.	
HUM04-REG06	Implement 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 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 oversight 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)				H
	DK - Denmark				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.					
	ASP				Not Applicable
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 hereunder.					
	MIL				No Plan
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 equivalent role to that of civil ANSPs, so Progress is put as "No Plan".	
INF02-MIL02	Implement QMS in military AIS operations				06-2000 / 12-2003
	Mil. Authority	No Plan		As above	
	REG				Completed
Note that in Denmark, the INF02 ASP related SLoAs are taken care of by Regulatory Authority SLV, and therefore are shown in the REG-SLoAs sheet					

Objective Ref.	Objective Description				Class
	State				Overall Progress
	Stakeholder				Stakeholder Progress
SLoA Nr.	SLoA Description				Start / Finish
	Local Scope	SLoA Progress	LA Nr.	LA Description	Related Plan / LA Date
INF02-ASP01	**Reference 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	**Implement 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:	11-2002
INF03	**Implement improved aeronautical information (From: 06-2000 By: 12-2005 / Agreed)**				**H**
	DK - Denmark				**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.				
	ASP				**Not Applicable**
	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 hereunder.				
	MIL				**No Plan**
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 / -**
	Mil. Authority	Not Applicable		INF03-MIL01 is found to be irrelevant in the LCIP context, as this is already covered in the ICAO Annex 15.	
INF03-MIL02	**Implement and provide the eAIP**				**12-2002 / 12-2005**
	Mil. Authority	No Plan			
	REG				**Partially Completed**
	Note that in Denmark, the INF03 ASP related SLoAs are taken care of by Regulatory Authority SLV, and therefore are shown in the REG-SLoAs sheet. 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.				
INF03-ASP02	**Adhere 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**
	SLV	Planned		Planned:	09-2005
INF03-ASP05	**Assess AIS against the performance criteria for AIS service levels**				**03-2002 / -**
	SLV	Completed			

Objective Ref.	Objective Description				Class
	State				Overall Progress
	Stakeholder				Stakeholder 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	Implement integrated briefing (From: 07-2002 By: 12-2005 / Agreed)				H
	DK - Denmark				Planned
	AGY deliverables remain being studied and future implementation is being considered.				
	ASP				Planned
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.	
	MIL				No Plan
INF04-ASP01	Implement and provide integrated briefing function				07-2002 / 12-2005
	Mil. Authority	No Plan			
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)				H
	DK - Denmark				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".				
	ASP				Planned
	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.	12-2005
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

Objective Ref.	Objective Description				Class
	State				**Overall Progress**
	Stakeholder				**Stakeholder 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, 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	01-2007
NAV03-ASP11	**Develop a Local P-RNAV Safety Case**			**01-2001**	**01-2010**
	COPENHAGEN TMA	Planned	Awaiting outcome of NAV03-ASP05		
	MIL				**No Plan**
No SLoAs are shown in the LCIP, except ASP06, which is 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 Completed**
Note that in Denmark, the NAV03 ASP06 SLoA is taken care of by Regulatory Authority SLV, and therefore is shown in the REG-SLoAs sheet					
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**
	SLV	Completed			
NAV03-REG01	**Ensure suppliers of navigation databases are accredited**			**01-2004**	**01-2005**
	SLV	No Plan	Awaiting outcome of EUROCONTROL Studies.		
NAV03-REG02	**Ensure 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 RNAV Approach Procedures Based on DME/DME and/or Basic GNSS, and RNAV Approach Procedures with Barometric Vertical Guidance (ICAO APV/Baro VNAV (From: 01-2005 - / Tentative)**				**H**
	DK - Denmark				**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 is "No Plan".					
	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 is "No Plan".					
	MIL				**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 is "No Plan".					
	REG				**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 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**

Objective Ref.	Objective Description					Class
	State					Overall Progress
	Stakeholder					Stakeholder Progress
SLoA Nr.	SLoA Description				Start	Finish
	Local Scope	SLoA Progress	LA Nr.	LA Description	Related Plan	LA Date
	DK - Denmark					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 is "No Plan".					
	APO					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 is "No Plan".					
	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 is "No Plan".					
	MIL					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 is "No Plan".					
	REG					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 is "No Plan".					
SUR01	**Implement dual Secondary Surveillance Radar (SSR) Coverage (- - / Achieved)**					**H**
	DK - Denmark					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.*					
	ASP					Completed
	This Objective was already considered 'Achieved' in the ECIP2004-2008. *Objective fully 'Completed' - no SLoAs to be shown in this LCIP.*					
SUR03	**Implement radar data processing and distribution systems (From: 12-2003 - / Achieved)**					**H**
	DK - Denmark					Planned
	This Objective is now considered 'Achieved' in the ECIP-2005-2009. *Introduction of ARTAS is planned for July 2005.*					
	ASP					Planned
	This Objective is now considered 'Achieved' in the ECIP-2005-2009 and removed to 'Minimum Practices'.					
SUR03-ASP01	**Provide multi radar surveillance data processing and distribution**				**12-2003**	**-**
	COPENHAGEN TMA / COPENHAGEN ACC	Planned		ARTAS implementation planned	ARTAS	07-2005
SUR05	**Implement ground-based surveillance in continental airspace and airports via Automatic Dependent Surveillance Broadcast (ADS-B) (From: 06-2005 - / Tentative)**					**H**
	DK - Denmark					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					Overall Progress
Stakeholder					Stakeholder Progress
SLoA Nr.	SLoA Description				Start / Finish
	Local Scope	SLoA Progress	LA Nr.	LA Description	Related Plan / LA Date

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.	

MIL	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.	

REG	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.	

SUR06	Implement Automatic Dependent Surveillance Contract (ADS- C) to provide and/or improve surveillance in low air traffic density/non continental airspace (From: 01-2004 - / Tentative)	H

DK - Denmark	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.	

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.	

MIL	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.	

REG	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.	

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 (*COM03**)	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*, *AOM14, AOM15,* AOM16*, *AOM17*)	Alexander Hendriks	Bo FELDBERG – SLV
ASA / ATC (*ATC02.2*)	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/Domain (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,* AOP05)	Eric Miart	
ASA (ATC07, *ATC12, ATC13*) ASA / ATC (ATC02.1/3/4)	Seppo Kauppinen	Torben LUNDBECK – SLV
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.

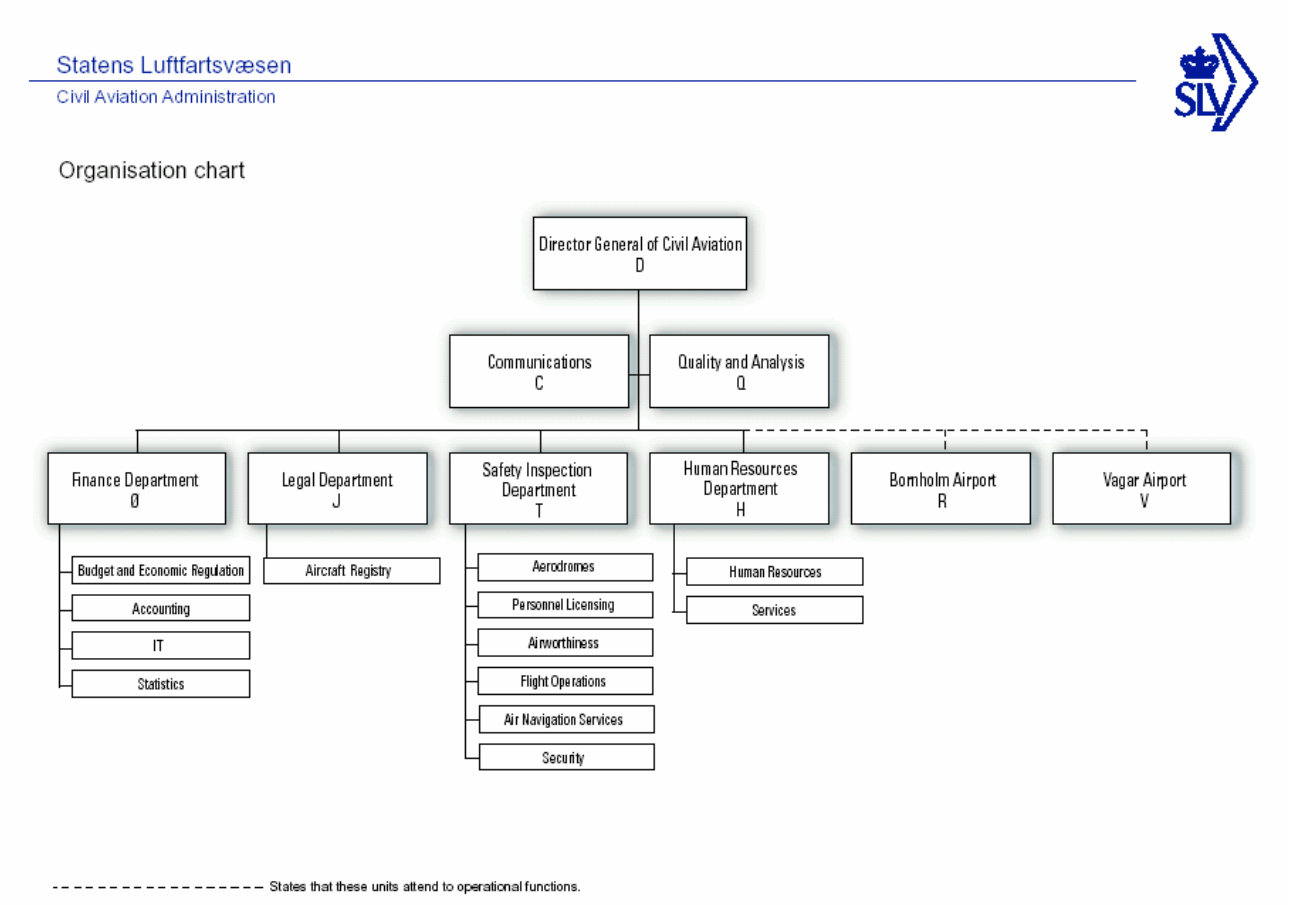
The CAA employs around 220 persons and the central administration is located in Luftfartshuset in Copenhagen.

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:

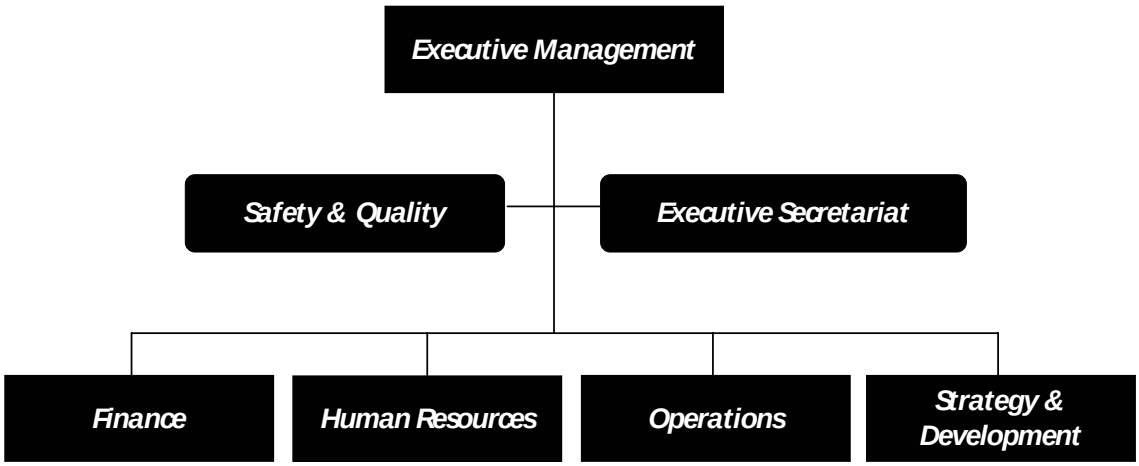


ANS Provider
Since Jan 2001, Naviair has operated as a government enterprise under the Danish MoT assigned with the principal task of developing and providing ANS. Included in the ATS are the area control service offered to aircraft flying in Copenhagen FIR as well as approach and tower control service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

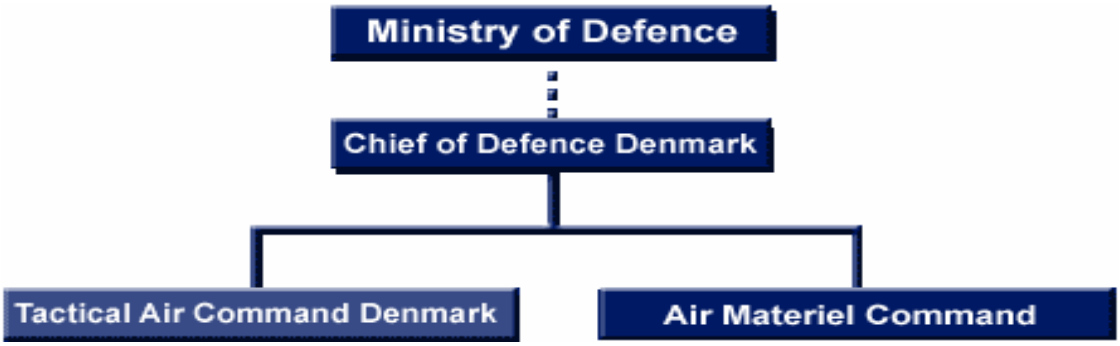
FIS is provided in Copenhagen FIR to VFR flights and helicopter flights in the airspace of the North Sea, within Sondre Stromfjord FIR (Greenland) up to FL195 and within Vagar TIZ (Faroe Islands).
Additionally, Naviair co-ordinates the Search and Rescue Service in Greenland.

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:

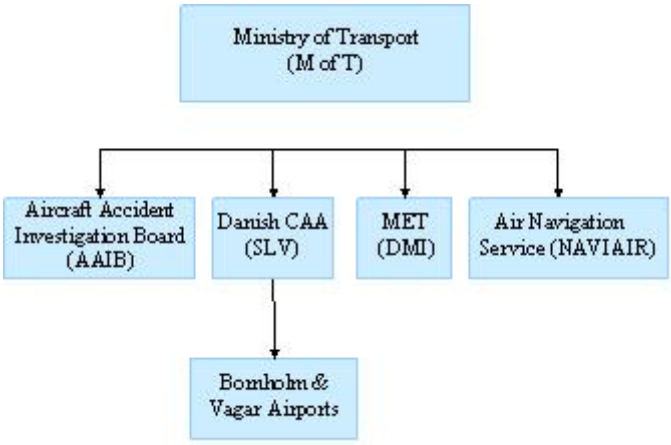


Military Authorities
Tactical Air Command, Denmark (TACDEN) is the highest operational authority in the Royal Danish Air Force (RDAF). TACDEN is responsible for the air defence of Denmark and is the controlling agency for all military flying in Danish airspace. In addition to exercising operational command, 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	CAA	Provider of ANS
Transport	**STATENS LUFTFARTSVÆSEN (SLV) - Civil Aviation Administration** PC: Kurt Lykstoft LARSEN, DGCA; SRC/ACG/CMIC: L. P. JENSEN, Chief Inspector FP: B. FELDBERG, International Co-ordinator	**Naviair:** PC: M. DAMBÆK, DG Naviair ACG: H. C. HOLST, C. ELVERDAM

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 Reference Document Nr 11.

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
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.

Number of operations in Copenhagen FIR 2004 – 2009:

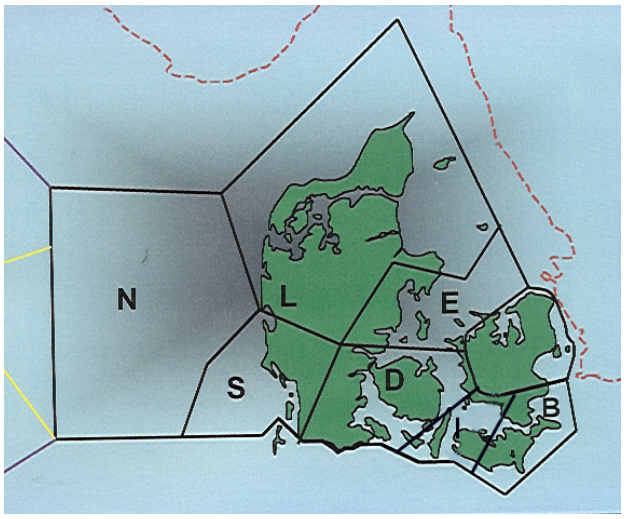
Year	2003	2004	2005	2006	2007	2008	2009
Number of operations	554.593	601.785	619.838	638.433	657.586	677.313	697.632
			Estimate	→			
Increase %	1,0	8,1	3,0	3,0	3,0	3,0	3,0

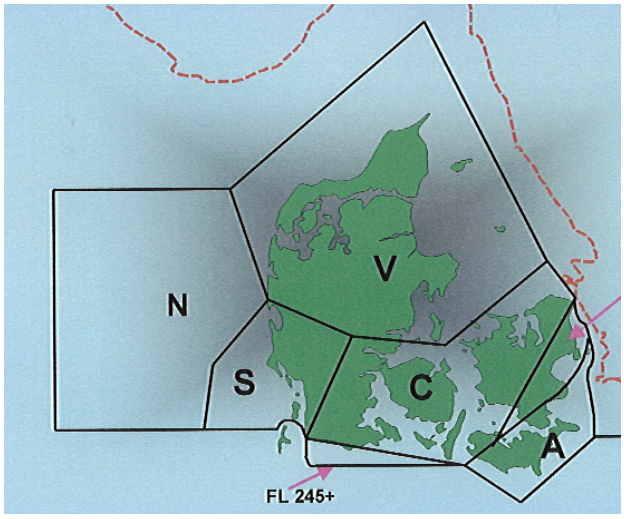
4. Status 2004

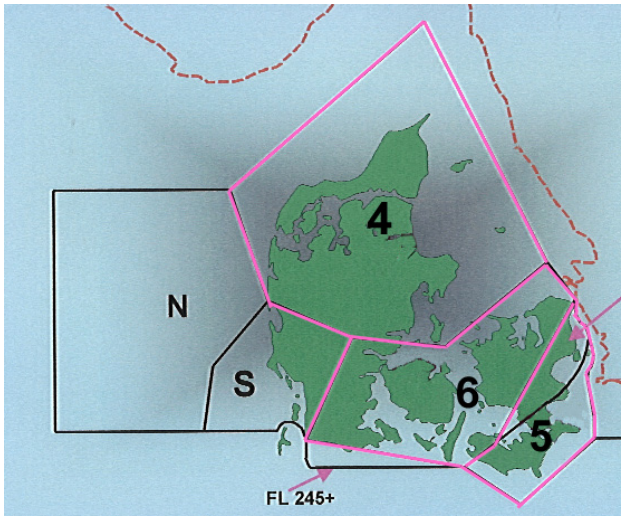
The demands on sectors are under supervision by the flow-manager. During the day sectors are opened and closed in accordance with the traffic-load. This gives a flexible use of staff and capacity close to the demands at all times.

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 peak-hours. 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	B	C/6	D	E	I	L	V/4	S	N
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 of operations	**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.

8.3 ATFM

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. ***ONGOING***
- DK/05 CAA/DK is invited to ensure adequate resources for performing safety oversight of the national service providers. ***ONGOING***
- DK/06 CAA/DK is invited to formalise the management of ESARRs enactment into the national Rulemaking system. ***STATUS REFLECTED IN LCIP***
- 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. ***STATUS REFLECTED IN LCIP***
- DK/08 CAA/DK is invited to update the procedures for national safety oversight. ***STATUS REFLECTED IN LCIP***
- 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. ***STATUS REFLECTED IN LCIP***
- 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. ***STATUS REFLECTED IN LCIP***
- 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. ***STATUS REFLECTED IN LCIP***
- 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). ***STATUS REFLECTED IN LCIP***