SDP Monitoring View 2025

23rd June 2026

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Control sheet

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Executive Summary

More than a decade after the launch of the coordinated Deployment Phase, the modernisation of the European Air Traffic Management (ATM) systems and infrastructure has become an operational reality. This transformation is already delivering tangible performance benefits to the aviation community, its stakeholders, and ultimately to European passengers.

The deployment pace continues, reflecting the sustained commitment of operational stakeholders. This engagement, as evidenced by the fact that more than 50% of the CP1 regulation is completed and in operations, remains a decisive factor for successful implementation.

The SDP Monitoring View represents the single point of reference for reporting the most detailed information on the status of the CP1 Regulation. This edition presents the status as of December 2025, bringing together ground and airborne-related information received from the CP1 Operational Stakeholders: ANSPs, AISPs, Airport Operators, MET Providers, Airspace Users, Military Authorities and Network Manager. It provides several views to show the overall progress of deployment, the progress of specific technological or operational elements, the status of individual Stakeholders and detailed overviews on a country-basis.

This comprehensive and accurate picture of the CP1 implementation status has been achieved thanks to the contributions and commitment of the operational Stakeholders during the reporting. It is essential for identifying the areas where the SDM is focusing its efforts to best support.

The report shows a steady improvement of the deployment status in terms of closed implementation gaps, as 53% of CP1 Regulation is already implemented and an additional 42% is ongoing, totalling an amount of 95% of the entire CP1. The deployment status has increased from the 2024 figures, when 91% of the activities were either completed or ongoing. The percentage of implementations without specific deployment plans has decreased below 1%. At the current pace, the overall CP1 completion rate is expected to reach 76% by 2027.

6 SDP Families in AF3, AF4 and AF5 were fully deployed as of 31st December 2025:

- Family 3.1.1 - Airspace Management and Advanced Flexible Use of Airspace.
- Family 3.1.2 - Management of Predefined Airspace Configurations.
- Family 3.2.1 - Initial Free Route Airspace.
- Family 4.1.1 - Enhanced Short Term ATFCM Measures.
- Family 4.2.1 - Interactive Rolling NOP.
- Family 5.1.1 - Common SWIM PKI and cyber security.

On top of the 11 SDP Families with a regulatory deadline set until December 2024, 7 additional SDP Families reached their regulatory deadlines in December 2025, namely Family 2.3.1 – *Airport Safety Nets*, Family 3.2.2 – *Enhanced Free Route Airspace Operations* and 5 Families in AF5 SWIM domain (Family 5.2.1 – *Stakeholders SWIM PKI and cybersecurity*, Family 5.3.1 – *Aeronautical Information Exchange*, Family 5.4.1 – *Meteorological Information Exchange*, Family 5.5.1 – *Cooperative Network Information Exchange* and Family 5.6.1 - *Flight Information Exchange*). As a matter of fact, 67% of the local implementations with a CP1 target date in the past was completed. Out of the 153 instances exceeding the CP1 target dates, 45 implementation gaps are expected to be completed by December 2026, reaching 76% of completion rate for those 18 expired SDP Families. Additional 32 gaps are expected to be completed by 2027, bringing this completion rate to 83%.

The deployment progress at CP1 level, calculated as the arithmetic average of the individual gaps completed percentage, has increased to 70% in 2025, up from 62% in 2024. This shows that, on average, a high rate of progress towards full implementation has been achieved, even where not all elements are operational.

In addition, considering that most of the delays are identified within Extended AMAN (AF1), SWIM Services (AF5) and Initial Trajectory Information Sharing (AF6), SDM continues to support stakeholders via ad-hoc measures to accelerate their deployment. With regards to Family 1.1.1 - *Arrival Manager extended to en-route airspace*, of the 20 mandated airports, 16 (80%) have at least one adjacent upstream ACC connected, and 7 (35%) have completed their entire scope. By the release of this report, Extended AMAN has also been completed at Frankfurt Airport, bringing the completion rate to 40% (8 out of 20 airports). The AF1 Coordination Platform is supporting a harmonised and interoperable deployment across stakeholders to mitigate the impact of local delays on the broader network.

Within AF5 SWIM domain, the completion rate remains limited with 24% of gaps now closed (33 out of 140) and based on current estimations, SWIM completion is projected to reach approximately 60% by the end of 2027. The AF5 deployment progress jumped from 39% in 2024 to 64% in 2025, registering a strong recovery effort with more than 100 SWIM services made available in the SWIM registry. Most notably, SWIM service provision is now progressing since 43% of service providers have completed the implementation by end-2025. The focus for the coming years will therefore be on accelerating SWIM service consumption, so that the progress achieved can fully translate into operational benefits.

The delays in AF6 - *Initial Trajectory Information Sharing* are mainly linked to the ATM system upgrades to allow the processing of the downlinked Extended Projected Profile (EPP) data and the prolonged procurement process to establish a Logon and ADS-C Common Service (LACS) product in accordance with SES2+ constraints, which establishes conditions for CNS providers to operate in the EU. In addition, the readiness of airborne solutions by 2027 remains largely uncertain despite manufacturer commitments for future deliveries. The AF6+ Coordination Platform, established by SDM, is developing an action plan to tackle the implementation challenges.

SDM has established several initiatives which are supporting the identification of local limitations of Airport Safety Nets, the implementation of Aeronautical Information Management SWIM services (AIM/SWIM Implementation Roadmap), the definition and update of guidelines for the meteorological SWIM Services and the development of a robust plan for the full implementation of FF-ICE/R1.

In the short-medium term, the major actions on which the SDM is focussing are to:

- support Stakeholders to target minimum and manageable delays for ATM Functionality 1-to-4.
- assess and mitigate the risk of planning beyond the regulatory deadlines.
- roll-out the Programme for accelerating SWIM adoption, pushing forward FF-ICE and other SWIM services.
- roll-out AF6 with a comprehensive Programme to accelerate the transition to Trajectory Based Operations.

With regards to Airspace Users, all CP1 SDP Families within AF3 and AF4 scheduled for 2022–2024 have been successfully implemented, marking a significant milestone in modernising European ATM operations. The Enhanced Free Route implementation (SDP Family 3.2.2) shows high technical readiness whereas strong and accelerating progress is also evident with regards the consumption of SWIM Services within AF5. FF-ICE implementation shows progress and growing operational use, although optimisation, interoperability, and full end-to-end deployment remain ongoing challenges. Meanwhile, ADS-C EPP implementation is still at an early stage and largely dependent on future aircraft availability.

It is important to highlight the relevance of the support provided by the Connecting Europe Facility (CEF) funds in the implementation of the CP1 Regulation. The funds have contributed to the implementation of 50% of the regulatory gaps.

The performance benefits related to the 321 CEF funded Implementation Projects closed by November 2025 sum up to a total of €26.5 billion until 2040 in terms of passenger's time and on the environment. For the 356 Implementation Projects, under SDM coordination, the cumulated benefits until 2040 amount to €35.8 billion estimated. By the time of publishing this report, 343 Implementation Projects have been completed.

SDM, together with the relevant SES bodies and in cooperation with all involved Stakeholders, is carefully monitoring the potential issues affecting the deployment of CP1 and is supporting operational Stakeholders in the identification, definition and implementation of the necessary mitigation actions. This objective is achieved through the Risk Assessment process managed by SDM, complemented with the organisation of workshops, sharing of best practices and visits to the Stakeholders to raise awareness and provide technical clarifications on SDP implementation.

The results shown in this Report reflect the strong commitment of the operational Stakeholders and prove the effectiveness of the setup underlying the Common Projects to deploy the mature elements of the EU ATM Master Plan that require strong coordination and synchronisation. Engaging all Stakeholders and making them participants of the co-creation process is paramount, backed by EU funding and political support.

For a comprehensive overview of CP1 implementation across different applicability areas, refer to the Appendix "*Current status of CP1 deployment – Aggregated View per Applicability Area*".

Introduction

Since its first edition, the yearly releases of the SESAR Deployment Programme Monitoring View have represented the single point of truth for reporting the most detailed information on the status of the Common Projects, the cornerstone of SESAR Deployment in Europe since 2014, supporting the implementation of the European Air Traffic Management Master Plan.

The Pilot Common Project (PCP) Regulation (EU) 716/2014 was the reference for the elaboration of the SDP Monitoring View reports until its 2020 Edition. The adoption by European Commission in February 2021 of the Implementing Regulation no. 2021/116, Common Project One (CP1), amending Commission Implementing Regulation (EU) 409/2013 and repealing PCP Commission Implementing Regulation (EU) 716/2014, as well as the subsequent elaboration of the SESAR Deployment Programme (SDP) 2022, and its updated release in 2025, marked all together a key step towards a new Deployment Phase of SESAR.

The SDP 2025 acts as the common reference workplan to coordinate and harmonise the local investments at European level, encompassing all information, roadmaps, references, and guidance for Stakeholders involved in the CP1 implementation.

The CP1 Regulation and the SDP 2025 are the references for this edition of the SDP Monitoring View 2025, which is presenting the status of implementation of CP1 as of December 2025. This report:

- helps Stakeholders to coordinate their future investments, whilst also identifying potential delays and avoiding significant gaps towards the full CP1 implementation.
- brings together ground and airborne-related information, providing an updated snapshot of the current status of CP1 implementation.
- provides several views to show the overall progress of deployment, the progress of specific technological or operational elements, the status of individual Stakeholders and detailed overviews on a country-basis.

Over 10 years after the beginning of the coordinated Deployment Phase, the modernisation of the European ATM systems and infrastructure is an operational reality. More importantly, it is already delivering its expected performance benefits to the Aviation community, to its Stakeholders and in turn to European passengers. The continuous commitment of the operational Stakeholders on this modernisation journey, attested by the deployment progress achieved within the CP1 regulatory framework, is decisive.

To better streamline and synchronise the implementation activities across Europe, the SESAR Deployment Programme includes a constantly evolving reporting mechanism, which monitors all implementation activities associated to the ATM functionalities of the SDP, allowing for a comprehensive understanding of how deployment is moving, and tracking the overall progress of the CP1 implementation.

Figure 1 - The SESAR Deployment Programme and the associated Guidance Material

More specifically, any effective effort towards synchronisation of the CP1 deployment has to rely on the monitoring of all implementation initiatives launched by operational Stakeholders impacted by the CP1: such monitoring is not only limited to Implementation Projects deployed under SDM coordination and benefitting of EU funding support, but also involves any other deployment activities undertaken by local Stakeholders and aiming at implementing technological and/or operational elements within the SESAR Deployment Programme scope, helping to comply with the requirements set forth by the Regulation (EU) n. 2021/116 (CP1).

Monitoring the full picture of the SDP deployment also allows both the identification of those activities that still need to be undertaken to achieve the full CP1 implementation across Europe and support Stakeholders facilitating a synchronised deployment, also aiming for an adequate level of involvement of the requested Stakeholder categories.

Collecting information from the relevant operational Stakeholders allows to build dedicated views per Stakeholder (i.e., what is left for each Stakeholder to be done to comply with the CP1 Regulation), and the overall status of the implementation gap (what's left in the specific airport or country to fully implement the Family).

The 2025 SDP Monitoring View is therefore organised into the following sections:

- **Section 1**, which provides a high-level overview of the status of CP1 ground deployment in Europe. Specifically, it identifies all activities that have already been completed, those currently in progress and/or planned, as well as the implementation areas that have not been planned yet.
- **Section 2**, which provides the full detailed picture of the implementation status of CP1 – clustered by SDP Family – in each airport or country, whilst also presenting a dedicated view per Stakeholder category for ground Stakeholders.
- **Section 3**, which provides the outlook on CP1 deployment status for Airspace Users.
- the document is finally complemented by a dedicated **Appendix**, which – building on the same input underpinning the view per Family and Services included in Section 2 – provides a view per Applicability Area, illustrating the status of the SDP Families and SWIM-based services within each country included in the geographical scope of CP1 Regulation and with regards to Network Manager and to Maastricht Upper Area Control Centre (MUAC). The Appendix also lists the relevant SDM-coordinated Implementation Projects contributing to move the deployment forward within each country.

Finally, Stakeholders have been asked for additional information on technological elements when the specifics of their technical implementation required so. Such integrations focus on the following Families:

- Family 1.1.1 – *Arrival Management Extended to en-route Airspace* – Thanks to the additional information provided by ANSPs through the dedicated Extended AMAN Questionnaire, detailed maps were updated to display the ACCs within the 180 nm at FL245 and FL315 from the arrival airports and display the implementation status of the in-horizon ACCs and CP1 airports connections.
- Family 3.2.2 – *Enhanced Free Route Airspace Operations* – ANSPs provided specific data on FRA implementation, shown on the dedicated tables per Country to provide a more detailed picture of the implementation status of the Enhanced Free Route across Europe.
- Family 5.3.1 – *Aeronautical Information Management services,* with specific focus on AIM Services, SDM has launched the AIM SWIM Initiative to develop a dedicated Roadmap to support the implementation.
- Family 5.6.1 – *Flight Information Exchange* services – in the framework of the joint NM/SDM FF-ICE/R1 initiative, ANSPs were requested to provide more detailed information on the implementation plans for the provision of ATS services in ACCs, Approach control units, Aerodrome Control Towers and Air Traffic Services Reporting Office (AROs), in order to update the overall European Roadmap for the FF-ICE/R1 implementation.

As a result, specific charts complement the Family Views included in Section 2.

Key principles underpinning the SDM Monitoring Exercise

The elaboration, maintenance and periodic update of a consistent view on the status of implementation of all technological and operational elements included within the CP1 scope relies on the close cooperation between the SESAR Deployment Manager and the operational Stakeholders directly impacted by the Regulation, as well as on the support of the European Defence Agency.

In fact, a dedicated exercise is required to support the gathering of such an extensive amount of data and ensuring the adequate level of detail to support and steer the synchronisation of the deployment efforts and investments across Europe. This exercise was carefully designed to be performed on a yearly basis, to engage all operational Stakeholders, making sure that all relevant information is correctly harnessed and considered.

With the aim to monitor all CP1 implementation activities in Europe, either with or without CEF funding support, information has been collected and assessed from all operational Stakeholders (ANSPs, AISPs, Airport Operators, Airspace Users, Network Manager, MET providers and Military Authorities), on the status and expected completion dates of the relevant Deployment Milestones as defined by the SDP 2025.

The technical/operational elements to be deployed, as well as the geographical location (e.g., airport or country[1]) where the Family shall be deployed are defined as *implementation gaps* – representing what is deemed necessary to ensure the complete and timely implementation of the related Family, Sub-AF, AF and then of the overall CP1. An implementation gap is defined by the combination of the technical / operational elements to be deployed (i.e., the SDP Families) and the geographical location where it shall be deployed (i.e., an airport or a country). According to the provisions of CP1 Regulation and of the SESAR Deployment Programme, there are also specific Families whose implementation is also mandatory for Airspace Users and the Network Manager.

According to the scope and provisions of the SESAR Deployment Programme, the CP1 implementation gaps are clustered into 2 key categories, based on their geographical scopes: the ground gaps (airport gaps, country gaps, NM gaps and EU-wide gap) and airborne gaps for Airspace Users.

Due to the specific features of the SDP Family 5.1.1 – *Common SWIM PKI and cyber security* and their purpose of deploying SWIM Common components, the monitoring of the related deployment activities is reported with a single and coordinated EU-wide approach.

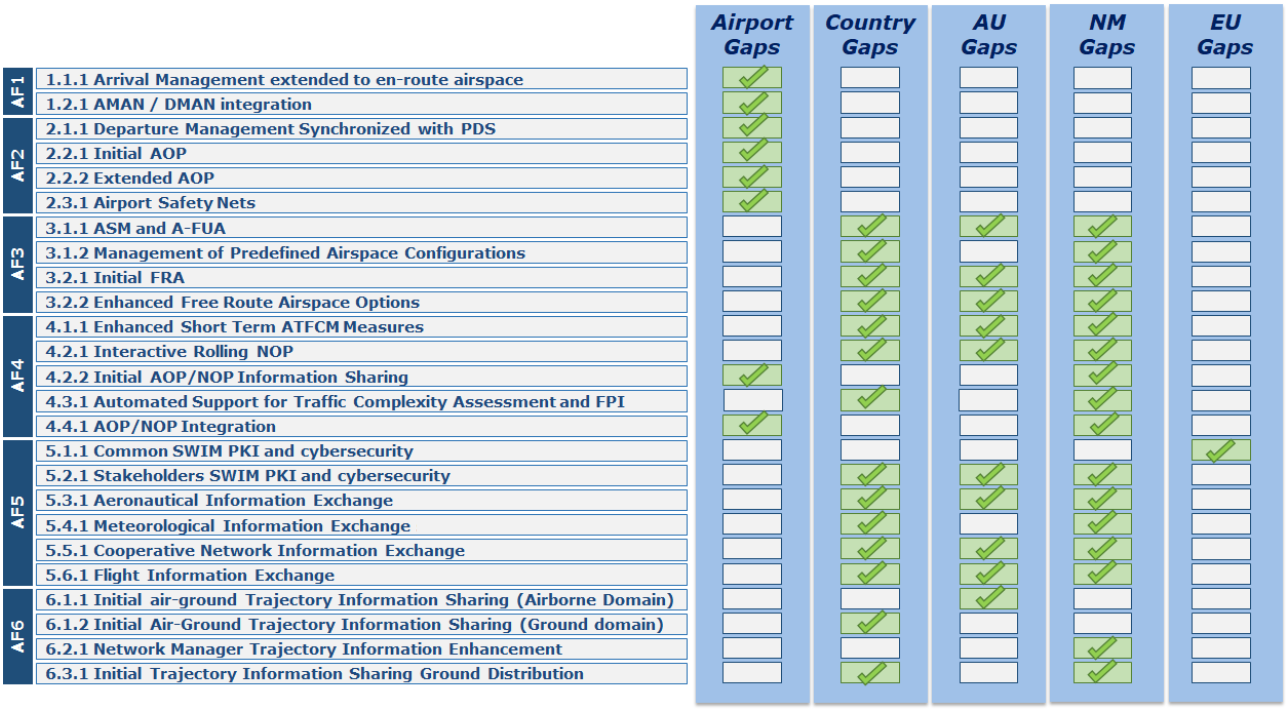


Figure 2 – Impacted Stakeholder category for each SDP Family

To measure the progress of each CP1 gap, the status of specific Deployment Milestones (DMs) leading to the full deployment of a specific Family is monitored and assessed. Depending on its nature, scope and relevance, each milestone and its relevant checkpoints have been assigned with a specific weight to ensure progress is adequately tracked. The figure below illustrates how progress and status are derived from checkpoint-level reporting and progressively aggregated through the Deployment Milestone and Stakeholder levels up to the individual implementation gap level.

[1] Depending on their specific features, this list is also complemented by the Network Manager – whose scope of activities expands beyond national borders to include the full European ATM Network – and by the Maastricht Upper Area Control (MUAC), considering its responsibility to provide air navigation service on behalf of Belgium, Germany, Luxembourg and The Netherlands. Airspace Users are also considered for specific Families.

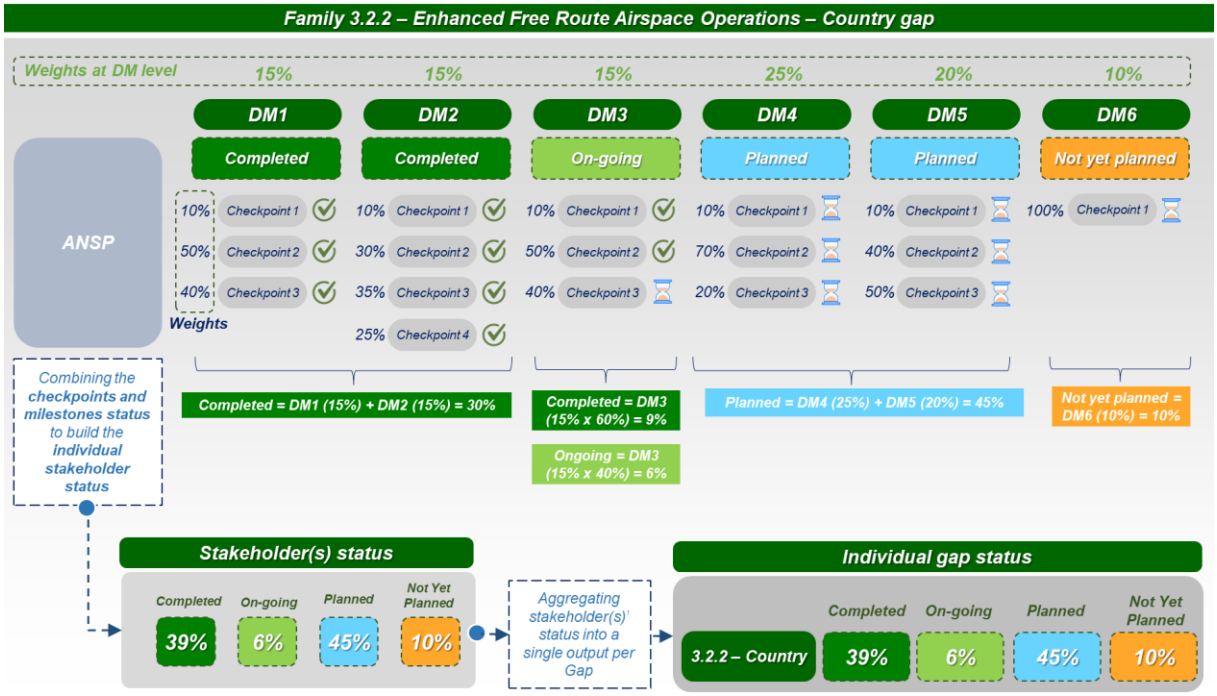


Figure 3 – Illustrative example of progress and status computation at Gap level

Tracking the evolution of gap progress and status during the years allows for the identification of the pace at which deployment activities are delivering their tangible results. Furthermore, it enables the measuring of the gradually reducing scope of remaining activities to be performed to achieve the full deployment of the CP1.

Starting from this edition of the Report, an additional metric to measure progress has been introduced. It is named ***deployment progress***, and it is calculated as the arithmetic average of the individual gaps completed percentage (e.g., 39% as shown in Figure 3). It provides, at overall CP1, AF, SDP Family and SWIM service level, a meaningful indicator of progress towards full implementation, even where only a limited number of elements are already operational.

3.2.2 Enhanced Free Route Airspace Operations

Country	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	ANSP
Austria	100	0	0	0	November 2016	
Belgium	100	0	0	0	October 2019	
Bulgaria	100	0	0	0	December 2021	
Croatia	100	0	0	0	December 2021	
Cyprus	100	0	0	0	November 2025	
Czech Republic	100	0	0	0	December 2022	
Denmark	100	0	0	0	June 2016	
Estonia	100	0	0	0	April 2020	
Finland	100	0	0	0	December 2023	
France	89	8	3	0	March 2026	
Germany	100	0	0	0	April 2019	
Greece	100	0	0	0	November 2025	
Hungary	100	0	0	0	February 2022	
Ireland	100	0	0	0	December 2021	
Italy	100	0	0	0	March 2024	
Latvia	100	0	0	0	November 2015	
Lithuania	100	0	0	0	March 2022	
Luxembourg	100	0	0	0	October 2019	
Maastricht UAC	100	0	0	0	December 2019	
Malta	100	0	0	0	November 2025	
Netherlands	100	0	0	0	December 2019	
Norway	100	0	0	0	May 2017	
Poland	100	0	0	0	February 2022	
Portugal	75	0	25	0	May 2026	
Romania	100	0	0	0	November 2019	
Slovak Republic	100	0	0	0	January 2021	
Slovenia	100	0	0	0	November 2016	
Spain	13	70	17	0	December 2027	
Sweden	100	0	0	0	June 2016	
Switzerland	100	0	0	0	December 2023	

	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	Network Manager
Network Manager	100	0	0	0	December 2022	

Family 3.2.2 Deployment Progress = 96% (average of Completed %)

Figure 4 – Example of deployment progress calculation at Family 3.2.2 level

A "*completed gap*" implies that the deployment of a Family within a specific geographical location (airport or country, plus Network Manager and MUAC, where applicable) has been finalised, and no further activities are necessary to ensure the operational use of the elements included in the SDP Family scope. On the contrary, an "*open gap*", which could be ongoing, planned or not yet planned, indicates the existence of activities that still need to be performed to ensure the complete implementation of the related Family.

The overall number of ground gaps has been defined by considering all implementation activities needed to deploy the SDP Families within the applicable ground geographical applicability areas. This means that whenever a Family has been declared as not applicable at a certain country/airport by the relevant operational Stakeholders based on local and/or operational considerations, no gap has been considered.

The following SDP Family is considered not applicable for 16 specific geographical scopes and therefore no gap is considered:

- Family 5.5.1 - *Cooperative Network Information Exchange* is not applicable to Croatia, Cyprus, Estonia, Finland, Greece, Hungary, Latvia, Lithuania, Luxembourg, Malta, Norway, Poland, Portugal, Romania, Slovak Republic and Slovenia since
    - the implementation of ATFCM Tactical Updates Service, Measures Service, Short Term ATFCM Measures services and Counts service is not required since the relevant information is already exchanged via existing official tools provided by the NM via B2C.
    - the implementation of Flight Management Service is only required for Countries with at least one of the airports listed in CP1 paragraph 1.2 in their territory which are mandated to provide and consume flight data via NM B2B service.

Besides, implementation activities linked to Airspace Users related to the following Families are not included in the count of gaps, as airline activities cannot be isolated to a specific ground gap. The following Families are, however, considered applicable to the Airspace Users and their progress is assessed in Section 3:

- 3.1.1 - *ASM and A-FUA*
- 3.2.1 - *Initial FRA*
- 3.2.2 - *Enhanced Free Route Airspace Operations*
- 4.1.1 - *Enhanced Short Term ATFCM Measures*
- 4.2.1 - *Interactive rolling NOP*
- 5.2.1 - *Stakeholders' SWIM PKI and cyber security*
- 5.3.1 - *Aeronautical Information Exchange system / service*
- 5.5.1 - *Cooperative Network Information Exchange system / service*
- 5.6.1 - *Flight Information Exchange*
- 6.1.1 - *Initial Air-Ground Trajectory Information Sharing (Airborne Domain)*

Finally, Family 5.1.1 - *Common SWIM PKI and cyber security* – given the specific features of the activities linked to the establishment of a common SWIM PKI and their dimension expanding beyond national borders – has been treated following a different approach, detailed as well within Section 2 (see paragraph related to Family 5.1.1 - *Common SWIM PKI and cybersecurity*).

As a result of these assumptions and evaluations, the overall number of ground gaps illustrated within this Monitoring View is **587**. The variation in the number of ground gaps from the previous report (from 590 to 587 gaps) is due to the non-applicability of Family 5.5.1 - *Cooperative Information Network Exchange* reported for three additional countries (Luxembourg, Poland and Romania).

According to the results of the Monitoring Exercise, these 587 gaps have been clustered into the following categories:

- ***"Completed with CEF"***, when all achievement conditions are respected and have been met, with some support of CEF Funding and under the direct coordination of the SESAR Deployment Manager.
- ***"Completed without CEF",*** when all achievement conditions are respected and have been met, through deployment activities performed by local Stakeholders without the coordination of SDM through CEF support.
- **"Ongoing with CEF"**, when activities have already started with some support of CEF Funding projects (both ongoing and closed) and under the direct coordination of the SESAR Deployment Manager.
- **"Ongoing without CEF"**, when activities have already started, through deployment activities performed by local Stakeholders without the coordination of SDM through CEF support.
- **"Planned"**, when activities have not started yet, but there are plans to execute them.

- **"Not Yet Planned"**, when there are no specific plans to perform the activities required; when either the gap status or part of the implementation is Not Yet Planned, no completion date is provided.

SDM Monitoring Exercise data collection

The Monitoring Exercise process of data collection is performed through the usage of the EUROCONTROL Local Single Sky ImPlementation (LSSIP+) tool on ground side and with ad-hoc templates. As the implementation of the SESAR Deployment Programme goes beyond the local ground deployment but it also requires the contribution of Civil and Military Airspace Users and the Network Manager, the CP1 monitoring activities performed on the LSSIP+ tool have been complemented with additional data gathering tools and instruments with the objective to involve all required operational Stakeholders and organisations:

- **Network Manager**; according to the SESAR Deployment Programme, the Network Manager is required to upgrade its systems and procedures to enable the full implementation of CP1 requirements across Europe (especially for AF3 to AF6). Thanks to the long-standing cooperation with the SDM, also being part of the SESAR Deployment Infrastructure Partnership (SDIP), NM has continued to directly provide the relevant information about its CP1-related modernisation activities via a dedicated template.

- **Civil and Military Airspace Users**; AUs are actively contributing to the implementation of AF3, AF4, AF5 and AF6; the synchronisation between ground and airborne investments is a key enabler for accelerating deployment and improving performances; data and information about current and planned activities from AUs have been collected through dedicated templates. With regards to Military AUs, the European Defence Agency has facilitated the collection of data.

Considering the role of SDM as coordinator of 8[2] Implementation Actions, all closed by 2024 in the framework of CEF1, directly contributing to the deployment of the former Pilot Common Project and current Common Project One under the SESAR Deployment Framework Partnership Agreement, the data gathered from Stakeholders is complemented with information and updates stemming from 340 Implementation Projects. 15 additional Implementation Projects, currently under SDM direct oversight and coordination, entered in execution phase in 2023,2024 and 2025 following the awarding of the "CLEAN ATM", "CLEAN ATM2" and "CLEAN ATM 3" projects in the frame of CEF2 2022, CEF2 2023 and CEF 2024 Calls, respectively. This ensures a thorough consistency assessment and cross-check of information received, cooperatively performed with the involved operational Stakeholders.

In addition, SDM also coordinates the GREEN CNS initiative[3], entered into execution together with CLEAN ATM2 and including 4 multistakeholder projects addressing the optimisation and modernisation of Communication, Surveillance and Navigation infrastructure.

The following Figure shows the timeline of the gathering and validation process of the data provided by the operational Stakeholders in the last Monitoring Exercise.

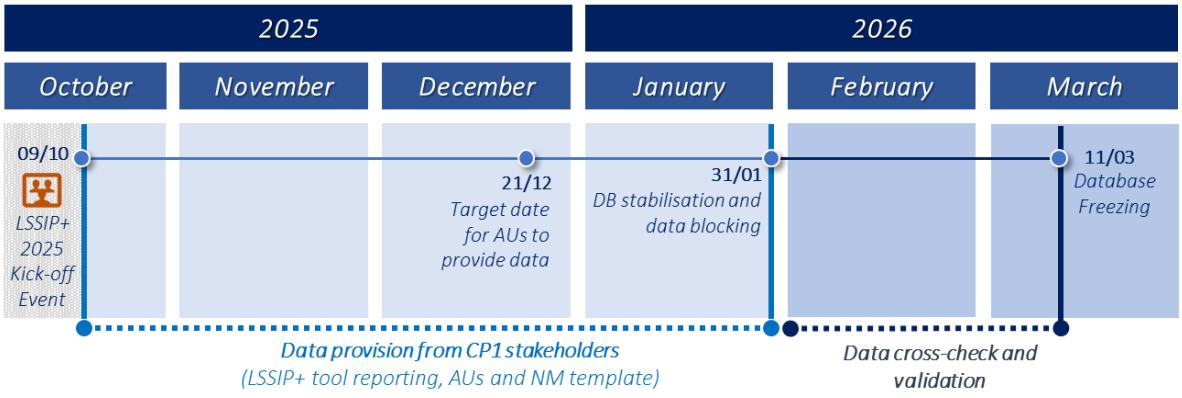


Figure 5 - Timeline of the data gathering and validation

[2] All the CEF1 Actions reached their contractual end dates: 2015 CEF Call – Cluster 1 on 31/12/2019, 2014 CEF Call on 31/12/2020, 2015 CEF Call Cluster 2, 2017 CEF Call on 31/12/2024, 2015 CEF Call – Cluster 3, 2016 CEF Call – Cluster 2 on 31/12/2021, 2016 CEF Call – Cluster 1 and 2017 CEF Call Blending on 31/12/2023.

[3] beyond CP1 scope

With the aim to support the operational Stakeholders in their reporting efforts through this approach, the main elements of the 2025 Monitoring Exercise were explained during the joint SDM/EUROCONTROL LSSIP+ Kick-off Event, which took place on 9th October 2025. The provided information covered the overall process, the data gathering for the ground gaps via the LSSIP+ tool with practical examples, the template details for Airspace Users and the final elaboration process of this document. It was concluded with a session of Questions and Answers to solve the outstanding concerns and followed by the distribution of Guidance Material to all Stakeholders involved in the reporting for additional support.

Performance benefits delivered by SDM-coordinated Implementation Projects

SDM currently coordinates the execution of 359 Implementation Projects (321 already closed as of November 2025, 343 as of April 2026), spread over the 6 ATM functionalities of the Common Project One plus other technical functionalities removed from the scope of the Regulation, which were present in the Pilot Common Project, such as Performance Based Navigation (PBN) or Time-Based Separation (TBS). The deployment activities engage over 100 beneficiaries, across 26 EU Member States and 9 Third Countries, as shown in Figure below.

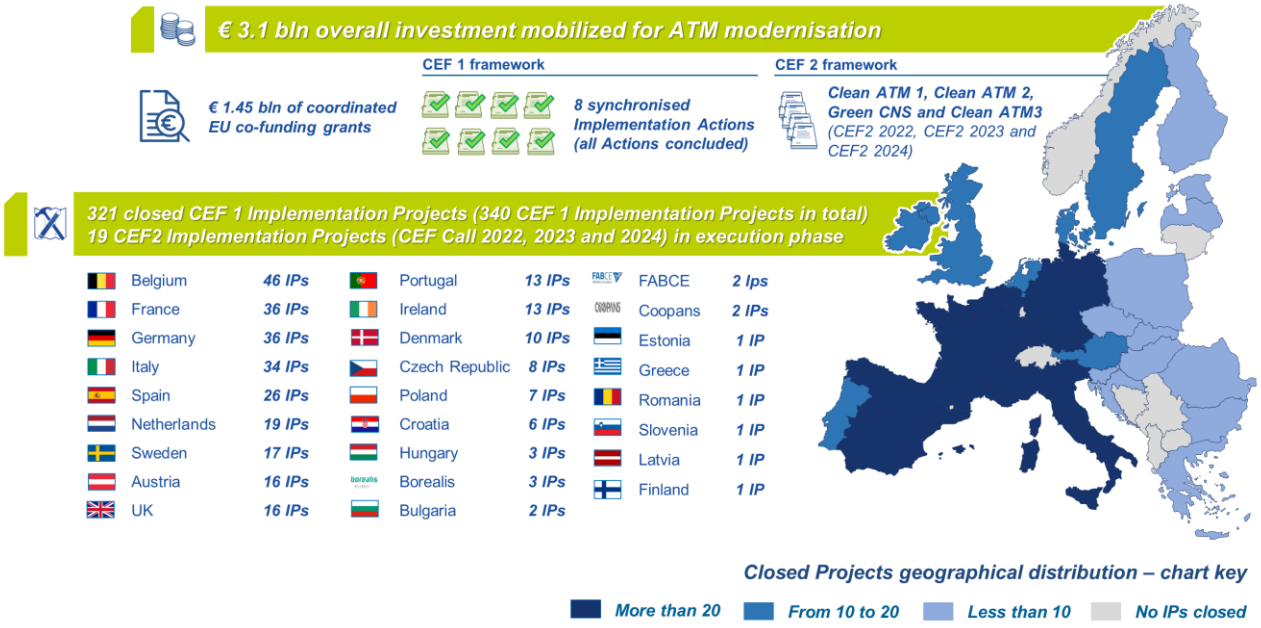


Figure 6 - Overview of the 321 closed IPs per country – as of November 2025

Thanks to this coordination role, the SDM is in the position of assessing and evaluating how these Implementation Projects support the progress of CP1 implementation as a whole by closing specific implementation gaps. The availability of such information – directly coming from the coordination and synchronisation of the actual implementation initiatives – supports the definition of a more reliable picture of the current deployment status, as well as its constant update to reflect the latest deployment achievements.

Moreover, this detailed information, and the granularity of the collected data allows to measure the direct performance contribution to ATM brought by the deployment of the CP1, especially for SDM coordinated activities. Performance improvements stemming from the 321 Implementation Projects closed by November 2025 have been measured, with regards to key performance areas: capacity, operational efficiency, service costs, environment, safety and security.

Figure 7 provides a quick overview of the most relevant performance benefits for these 321 closed Implementation Projects, in terms of passenger's time and on the environment: they sum up to a total of €26.5 billion until 2040. Cumulated benefits until 2040 for the 356 Implementation Projects (€35.8 billion estimated) and for the CP1 (€51.8 billion as referenced in the CP1 CBA from Ed. 2024) are also represented on the chart.

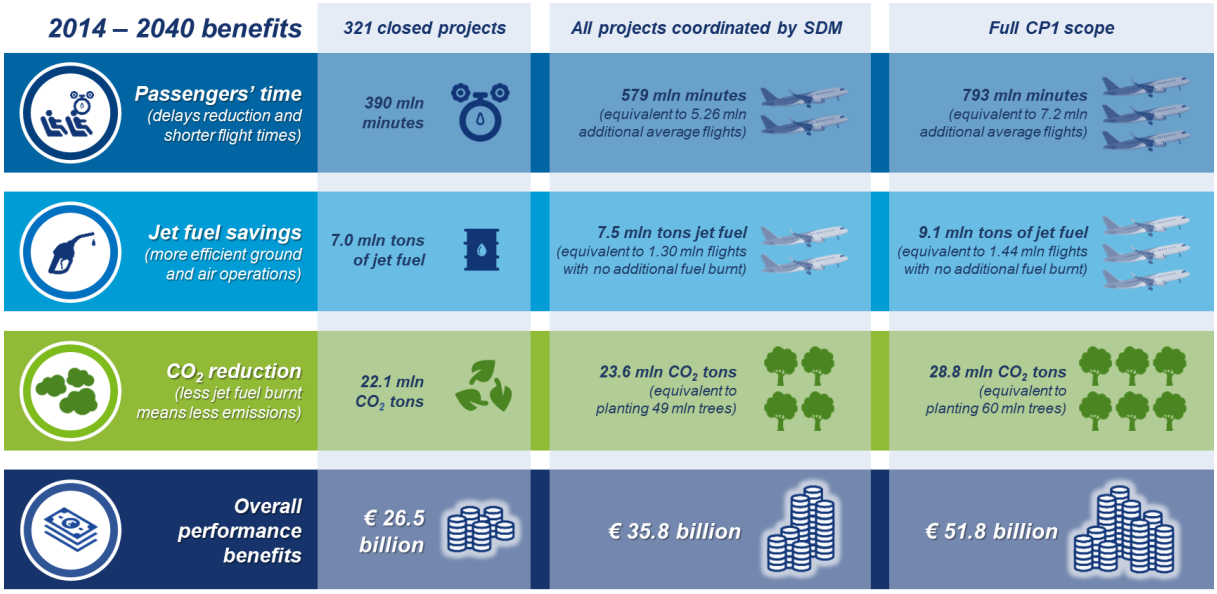


Figure 7 – Performance benefits of CP1 (cumulated 2014-2040)

However, the benefits of CP1 are not just expected to occur in the future but are already visible and measurable in today's operations. As recently calculated by SDM, the operational savings related to CP1 in the period 2014-2025 already surpassed €7 billion, more than doubling the investment undertaken by stakeholders. This means that – already in 2025, every Euro invested in CP1 deployment returned more than €2 to the system.

Figure 8 shows the total CP1 benefits already materialized over 2014-2025 (€7.6 billion), including decisive contribution on capacity by containing ATFM delays and on flight efficiency by decreasing flight time, fuel burn and CO2 emissions. The estimation is that they would reach €19.4 billion in 2030, €34.2 billion in 2035 and €51.8 billion in 2040.

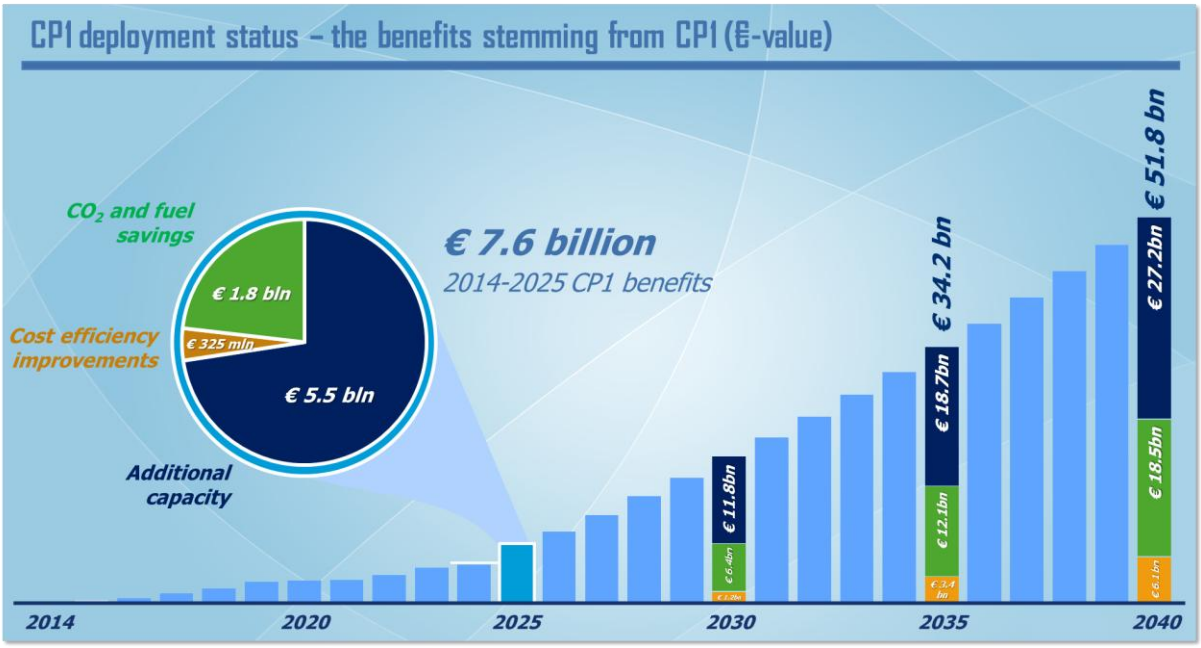


Figure 8 – The benefits stemming from CP1 (€-value)

All monetary values above are calculated by converting in €-value the CP1 impact on measured KPIs: departure delays (mainly ATFM delays) for Capacity and flight time/fuel burn/CO2 emissions for Flight Efficiency/Sustainability. This impact is illustrated in Figure 9:

- Capacity (average ATFM delay per flight); before Covid, savings from PCP/CP1 progressively increased from 0.13 min per flight in 2014 to 1.8 min per flight in 2019. In 2020 and 2021, no savings could be generated as capacity was not constrained due to the low volume of traffic. Post-

Covid, savings started to grow again, reaching more than 2 minutes per flight in 2025. This means that, without CP1, delays in 2025 would have reached 3.83 min per flight instead of 1.67 min per flight.

- Flight efficiency and Sustainability (average flight time/fuel burn/CO2 emissions); significant savings were already obtained in 2023 (1.9 min/7.0 kg fuel/22.1 kg CO2 per flight). Much more significant savings are expected to occur in the future, especially after the end of the Ukrainian war and the full implementation of the Enhanced Free Route.

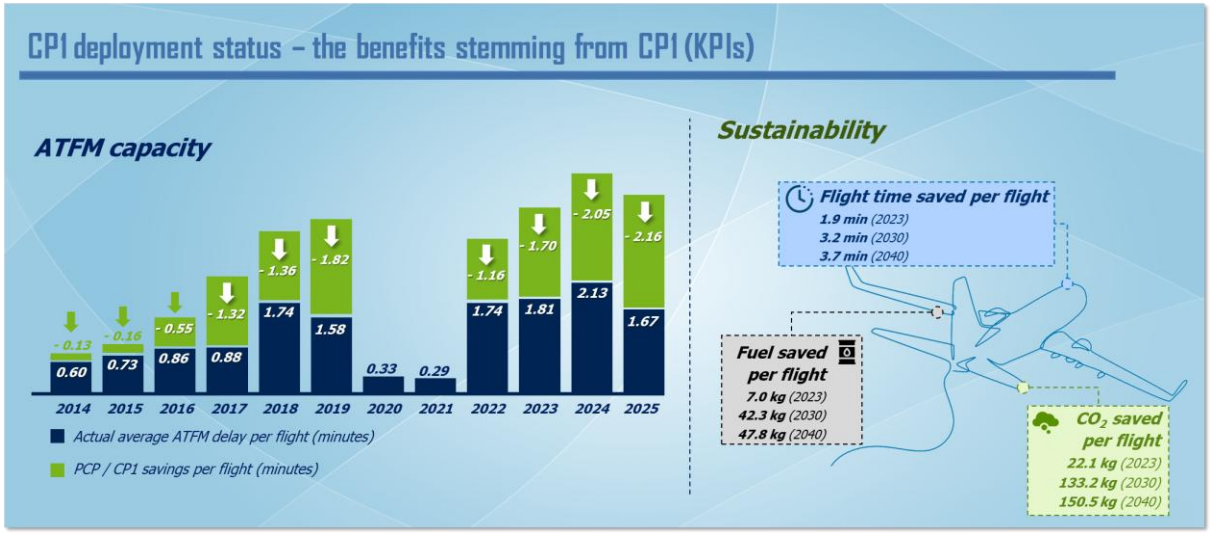


Figure 9 – The benefits stemming from CP1 (KPIs)

1. CP1 Implementation Status

Current status of CP1 deployment

The SESAR Deployment Phase is progressing well. It was launched in 2014 by the Pilot Common Project and continues to progress through the implementation of Common Project One.

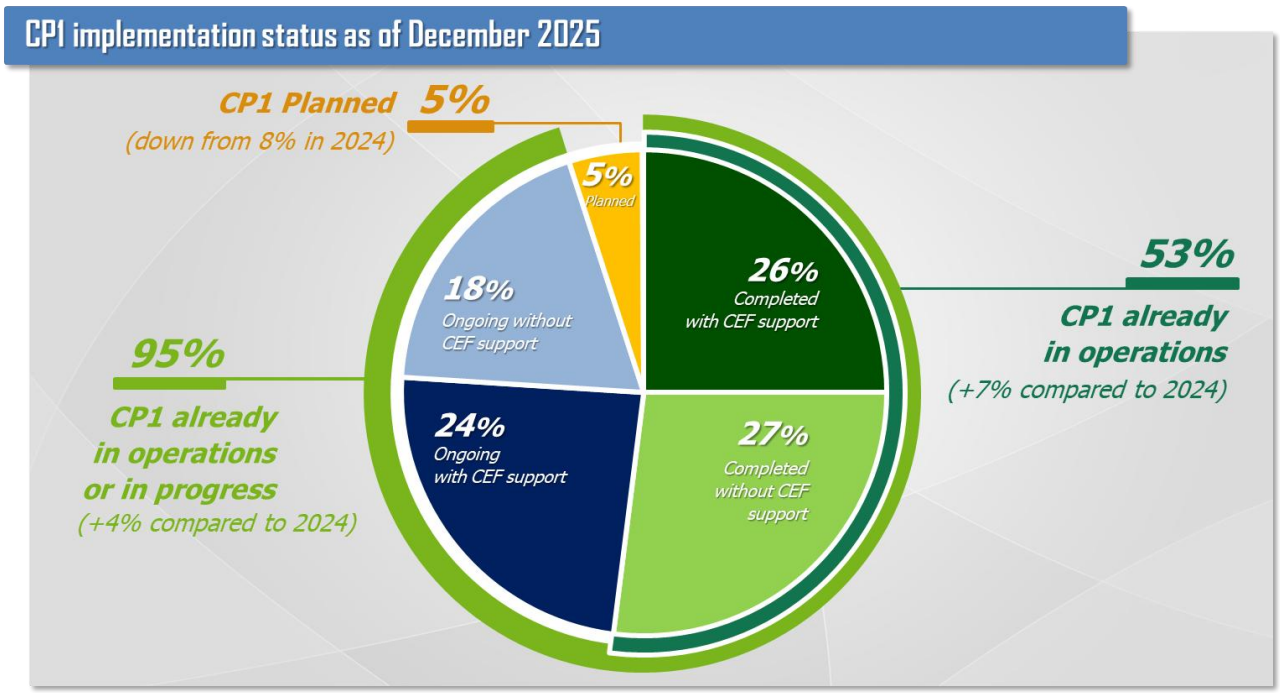


Figure 10 – CP1 Implementation status as of end-2025

The positive trend on the progress results continues: the current completion rate (i.e., SDP Families of CP1 already into operational use) has reached 53% of the regulatory scope, increasing from 46% in 2024. The total number of gaps already closed by December 2025 increased from 271 in 2024 to 307. The technological and operational elements already in use by the relevant Stakeholders entail actual improvements on the overall performance of ATM operations. Overall, 95% of CP1 scope is either already in operations or in progress, leaving only 5% of activities to start the implementation, mainly in AF5 and AF6, confirming that plans to deliver CP1 functionalities are now in place. In addition to this, amongst the 42% ongoing, there are partial elements in operation, described in the section "Detailed Views per SDP Family and per SWIM services". The overall CP1 completion rate is expected to reach 76% by 2027.

6 SDP Families in AF3, AF4 and AF5 were fully deployed as of 31st December 2025:

- Family 3.1.1 - Airspace Management and Advanced Flexible Use of Airspace.
- Family 3.1.2 - Management of Predefined Airspace Configurations.
- Family 3.2.1 - Initial Free Route Airspace.
- Family 4.1.1 - Enhanced Short Term ATFCM Measures.
- Family 4.2.1 - Interactive Rolling NOP.
- Family 5.1.1 - Common SWIM PKI and cyber security.

Deployment progress at CP1 level has increased to 70% in 2025, up from 62% in 2024. In addition, considering that most of the delays are identified within Extended AMAN (AF1), Airport Safety Nets (SDP Family 2.3.1), SWIM Services (AF5) and Initial Trajectory Information Sharing (AF6), SDM continues to support stakeholders via ad-hoc measures to accelerate their deployment. The supportive initiatives established by SDM are bringing tangible results in the issue management within the following domains:

- the AF1 Coordination Platform is supporting a harmonised and interoperable deployment across stakeholders to mitigate the impact of local delays on the broader network.
- the gathering of additional details, indicating the local limitations, permitted by CP1, in the deployment of AF2 airport safety support services as described in the Supporting Material to SESAR Deployment Programme Implementation Update 2025.

- within AF5 SWIM, for the deployment of Aeronautical Information Management SWIM services (AIM Deployment Roadmap).
- the definition and update of guidelines for the meteorological SWIM Services (MET3SG) and
- developing a robust plan for the full implementation of FF-ICE/R1 (FF-ICE/R1 Deployment and Support Initiative).
- the AF6+ Coordination Platform is developing an action plan to tackle the implementation challenges

The paragraphs below report the key highlights at ATM Functionality level.

AF1 - Extended AMAN and Integrated AMAN/DMAN in the high-density TMA

With regards to Family 1.1.1 - *Arrival Manager extended to en-route airspace*, significant progress has already been made, with a substantial portion of the scope successfully addressed. As of end 2025, of the 20 mandated deployment locations, 16 (80%) have at least one adjacent upstream ACC connected, and 7 (35%) have completed their entire scope. By the time of the release of the present Report, the implementation of Extended AMAN at Frankfurt airport has been completed[4]. Furthermore, 56% of the total number of connections to be established are already operational.

While a significant portion of the remaining implementations are dependent on the operational readiness of SWIM based solutions, some cross-border interoperability is currently hampered by heterogenous technical environments: certain Extended AMANs already utilizing SWIM-based exchange cannot establish full digital connectivity with neighbouring FIRs that maintain OLDI protocols.

SDM has established the AF1 Coordination Platform to support and accelerate the implementation of AF1, and to facilitate a harmonised and interoperable implementation. The platform also supports the objective of achieving full interoperability, as any delay in local implementation has a direct impact on the timely implementation in neighbouring countries. Within the Platform, a subgroup has been also established to promote the sharing of information and best practices to fulfil the *AMAN/DMAN integration* requirements (Family 1.2.1), which is showing a low progress.

AF2 - Airport Integration Throughput

Both Families 2.1.1 - *Departure Management Synchronised with Pre-departure sequencing* and 2.2.1 - *Initial Airport Operations Plan*, show completion rates above 96%.

Despite Family 2.3.1 – *Airport Safety Nets* having been completed in 2 Airports only, all safety-critical elements linked to RMCA are broadly available. As certain safety-net alerts for CATC and CMAC may not be applicable to specific airports due to local operational or technical limitations, SDM introduced the Airport Safety Nets Limitations Checklist, to gather a comprehensive overview of the limitations applicable to each airport, ensuring tracking of local variations in line with CP1 provisions which asks that all limitations are indicated. By the release of this Report, the implementation of this Family has been completed at Dublin airport in March 2026.

AF3 - Flexible Airspace Management and Free Route Airspace

AF3 is the most progressed ATM Functionality as it is completed by December 2025, except for three countries achieving the implementation of Family 3.2.2 – *Enhanced Free Route Operations* within 2026-2027 timeframe. By the time of the release of the present Report, France has already completed the implementation (Q1 2026) with the deployment in the last ACC (Brest ACC). Moreover, Portugal completed the implementation in May 2026 establishing cross-border operations with Spain. For Spain, the deployment will be completed by December 2027 with the full availability of the TTM (Tactical Trajectory Module) in all national ACCs.

[4] On 19/03/2026, the sole missing Extended AMAN connection between Frankfurt and MUAC became operational, increasing the overall completion rate of SDP Family 1.1.1 - *Arrival Manager extended to en-route airspace* from 35% to 40% (8 out of 20).

AF4 – Network Collaborative Management

Two Families, namely 4.1.1 - *Enhanced Short Term ATFCM Measures and* 4.2.1 - *Interactive Rolling NOP* are fully deployed.

Family 4.2.2 – *Initial AOP/NOP information sharing* has reached a deployment progress of 89% and is fully deployed in 13 airports and Network Manager. According to the iAOP/NOP integration roadmap (built by NM, the Airports, and SDM in cooperation with ACI EUROPE), the remaining airports and NM will conclude the process in the course of 2026 except Dublin Airport and Zürich Kloten, where the implementation is expected to be achieved in the course of 2027. As a mitigation action, SDM, NM and the impacted airports are in close and regular exchange to update the iAOP/NOP implementation roadmap with the objective to reach the highest possible completion rate of the Family scope implemented by 2026.

Furthermore, Family 4.3.1 – *Automated Support for Traffic Complexity Assessment and Flight Plan interfaces* has reached 99% of deployment progress being implemented in 29 countries and MUAC. Full implementation will be achieved with the automatic provision of AFP messages expected to be deployed in Hungary by April 2026 and in Norway by 2032 with the deployment of a new ATM system.

AF5 – SWIM

ATM Functionality 5 represents the most complex pillar of the CP1 framework, comprising 6 SDP Families and requiring the deployment of approximately 500 individual SWIM services. While implementation is underway, completion rate remains limited with 24% of gaps now closed (33 out of 140) and based on current estimations, SWIM completion is projected to reach approximately 60% by the end of 2027. The deployment progress per gap jumped from 39% in 2024 to 64% in 2025, registering a strong recovery effort with more than 100 SWIM services made available in the SWIM registry. Most notably, SWIM service provision is now at an advanced stage since 43% of service providers have completed the implementation. The focus for the coming years will therefore be on accelerating service consumption, so that the progress achieved can fully translate into operational benefits.

- For Family 5.2.1 - *Stakeholders' SWIM PKI and cybersecurity*, the implementation has been completed by 14 countries and Network Manager, additional 12 countries are expected to complete the implementation by 2026, bringing the expected completion rate to 87%. By the time of the release of the present Report, Cyprus has completed the implementation of this Family.

- Regarding Family 5.3.1 - *Aeronautical Information Exchange*, the implementation has been completed only by the Network Manager, however 11 countries already achieved a deployment progress above 80%.
    - For Aeronautical Information Management (AIM) services, the impact of the delayed availability of the Enhanced European AIS Database (eEAD) is expected to be mitigated by 2027, when the transition to the new system is planned to be completed and the full completion of the associated AIM services will follow as a subsequent phase. To address the associated constraints, SDM has launched an AIM/SWIM support initiative aimed at defining an implementation roadmap that takes into account the current planning context; this roadmap is expected to be released by June 2026. The initiative is also allowing to gain additional granularity in terms of the Operational Data Completeness (ODC) catalogue updated template, as well as definition of AIM use cases to ensure better alignment with operational needs and system capabilities.
    - With regards to Airspace Management (ASM) services, the registered delays are mainly driven by the necessary upgrade of the ATM/ATC system for the real-time consumption of the Airspace Reservation (ARES) SWIM service. Another aspect of ARES that requires close monitoring concerns the exchange of cross-border operations, in case of effective needs justified by operational requirements. In those cases, since state-to-state agreements are a prerequisite, progress is slower in those States that have only recently initiated bilateral coordination with neighbouring ANSPs.

- With regards to Family 5.4.1– *Meteorological Information Exchange*, only 5 countries and Network manager have completed the implementation by December 2025, however the completion rate is expected to reach around 50% in 2026. Overall progress indicates that service provision is well

advanced considering that about 80% of the provision of the MET services is completed, whereas delays are mainly affecting the consumption side, primarily due to the need to upgrade the Flight Data Processing (FDP) systems. By the time of the release of the present Report, Poland has completed the implementation of this Family.

- With regards to Family 5.5.1 - *Cooperative Network Information Exchange* considering, 53% of the mandated countries have completed the implementation and the completion rate in 2027 is expected to achieve 94%. By the time of the release of the present Report, Austria has completed the implementation of this Family.

- Family 5.6.1 - *Flight Information Exchange*, specifically for FF-ICE Services, is presenting the most significant and widespread delays. On the ground side, the implementation has been completed only by Romania and NM; Spain has completed the Notification Service by December 2025 and Czech Republic completed the implementation of the three FF-ICE services in April 2026. 9 additional countries have plans to achieve partial implementation either at a validation level or at an operational level in 2026. All the remaining countries and MUAC have reported delays ranging from 2027 to 2035. The FF-ICE implementation support initiative, jointly managed by SDM and the Network Manager, is continuing its support towards the different communities of Implementing Stakeholders. According to the third edition of the FF-ICE Implementation Roadmap, 90 AUs (representing 56% of 2025 traffic) with an OPS certificate from NM are already filing eFPLs, and additional 130 have the technical capability to do so through their CFSPs. Furthermore, a working group to further specify the aircraft performance information has been activated, as specifications from the ICAO manual could not ensure homogenous data provision by AUs and operational use by ANSPs and NM. The updated specifications are under preparation and will be consulted as from 15th April through SDM consultation process in the new version of the FF/ICE Information Exchange Requirements (IER)-document.

AF6 – Initial Trajectory Information Sharing

Delays affecting AF6 – *Initial Trajectory Information Sharing implementation*, are mainly caused by the complexity of the ATM system upgrade or renewal to allow the processing of the downlinked Extended Projected Profile (EPP) data by the ATC systems on the ground. Besides, a knock-on effect derived from the delayed implementation of Family 6.3.1 is envisaged. The related data provision by the Logon and ADS-C Common Service (LACS), expected to become operational end-2028, will enable the local data processing in the frame of Family 6.1.2 - *Initial Air-Ground Trajectory Information Sharing (Ground Domain)*.

To ensure AF6 deployment continuity, the community split the procurement into two phases: the LACS Product procurement is progressing well towards the Initial Operational Capability for ADS-C Common Service in 2027, while DSP procurement preparation is ongoing following stakeholder alignment, with a new Call for Tenders planned for late Q2 2026.To accelerate AF6 deployment, SDM has established the AF6+ Coordination Platform as the primary mechanism for engagement between SDM and implementing Stakeholders. Moreover, a targeted initiative (CLEAN ATM 3), aimed at kickstarting the deployment of AF6, is in execution phase in the frame of CEF2 Call 2024. Coordinated by the SDM, CLEAN ATM 3 regroups both airlines and Air Navigation Service Providers (ANSPs) and pushes forward the Europe-wide adoption of the Automatic Dependent Surveillance Extended Projected Profile (ADS-C EPP), making the on-board trajectory information and data of the aircraft available to ANSPs and the Network Manager (NM).

It is important to highlight the relevance of the support provided by the Connecting Europe Facility (CEF) funds in the implementation of the CP1 Regulation. For instance, several Families show most of the implementation taking place thanks to those. This is the case for several CEF initiatives supporting the implementation of CP1 Sub-AFs 2.2, 2.3, 3.2, 4.2, 4.3, 4.4, 5.2, 5.3,5.6, 6.1 and 6.3.

SDM, together with the relevant SES bodies and in cooperation with all involved Stakeholders, is carefully monitoring the potential issues affecting the future deployment of CP1 and is supporting operational Stakeholders in the identification, definition and implementation of the necessary mitigation actions. This objective is achieved through the Risk Assessment process managed by SDM, complemented with the organisation of workshops, sharing of best practices and visits to the Stakeholders to raise awareness and

provide technical clarifications on SDP implementation also liaising viable mitigation actions with the operational Stakeholders.

As a matter of fact, 66% of ground gaps which had to be addressed by the end of 2022, 2023, 2024 and 2025 were completed, therefore the implementation of 153 gaps with a CP1 target date in the past is still ongoing. Out of the expired SDP Families with implementations still ongoing, the deployment progress is about 90% for five of them: Family 2.1.1 - *Departure Management synchronised with pre-departure sequencing*, Family 2.2.1 - *Initial AOP*, Family 3.2.2 - *Enhanced Free Route Airspace Operations*, Family 4.2.2 - *Initial AOP/NOP information sharing* and Family 4.3.1 - *Automated support for traffic complexity assessment and flight planning interfaces*. Conversely, deployment progress remains lower for other seven Families and has reached 63% for Family 1.1.1 - *Extended AMAN* and 50% for Family 2.3.1 - *Airport Safety Nets*. For AF5 Families, the average deployment progress stands at 63%.

45 out of these 153 gaps are expected to be completed by December 2026, reaching 76% of completion rate for those 18 expired SDP Families. Additional 32 gaps are expected to be completed by 2027, bringing this completion rate to 83%.

Regarding CP1 implementation undertaken by Military Stakeholders, the feedback received shows steady progress in a highly complex civil–military environment, with nearly 60% of applicable requirements already achieved and additional 19% of the activities already planned or ongoing. Importantly, many States have established procedural frameworks that already support coordination, providing a solid foundation for future technical integration. Ongoing and planned activities show continued momentum, particularly in operationally demanding environments, where security and organizational constraints require more gradual implementation. Although digital solutions like SWIM are not yet widespread, current efforts highlight a phased approach where procedural alignment precedes technical deployment. Overall, CP1 should be seen as a moderate success: meaningful progress has been achieved, key structures are in place, and the remaining challenges clearly identify the next steps toward a more integrated and civil-military interoperable Single European Sky.

The data gathered from Airspace Users' reporting confirm that all CP1 SDP Families (within AF3 - *Flexible Airspace Management and Free Route Airspace* and AF4 - *Network Collaborative Management*) with CP1 target dates within 2022-2024 timeframe have been implemented. Progress has also been registered in the deployment of key operational and digital capabilities in the frame of AF5 SWIM and AF6 Initial Trajectory Information Sharing. The following key highlights can be summarised:

- The Enhanced Free Route implementation (SDP Family 3.2.2) shows high technical readiness, although optimisation remains constrained by operational and cross-border limitations.
- SWIM PKI and cyber-security deployment (SDP Family 5.2.1) is advancing steadily and is already supported in airlines' operational environments.
- The consumption of SWIM services, notably for airspace availability information (SDP Family 5.3.1), is already well embedded in daily operations. Cooperative Network Information Exchange services (SDP Family 5.5.1) are also widely used, mainly through NM tools and increasingly via B2B interfaces. FF-ICE implementation (SDP Family 5.6.1) has accelerated significantly, with growing certification and operational use among airlines. At the same time, full end-to-end deployment still requires further work and the progressive phasing out of mixed-mode (eFPLs together with ICAO FPL2012) operations.
- Implementation of ADS-C EPP (SDP Family 6.1.1) remains at an early stage also within the airborne domain and is mainly linked to future aircraft availability.

The Airspace Users' database is planned to be kept constantly updated through the continuous synchronisation activities and monitoring of the Programme implementation, also taking into duly account the inputs stemming from the military side, gathered thanks to the support of EDA.

A detailed outlook related to Airspace Users CP1 deployment status is provided in **section 3 - *Outlook on CP1 deployment for Airspace Users.***

Detailed view per ATM Functionality

The following picture and the associated paragraphs provide a more detailed view per each CP1 AF.

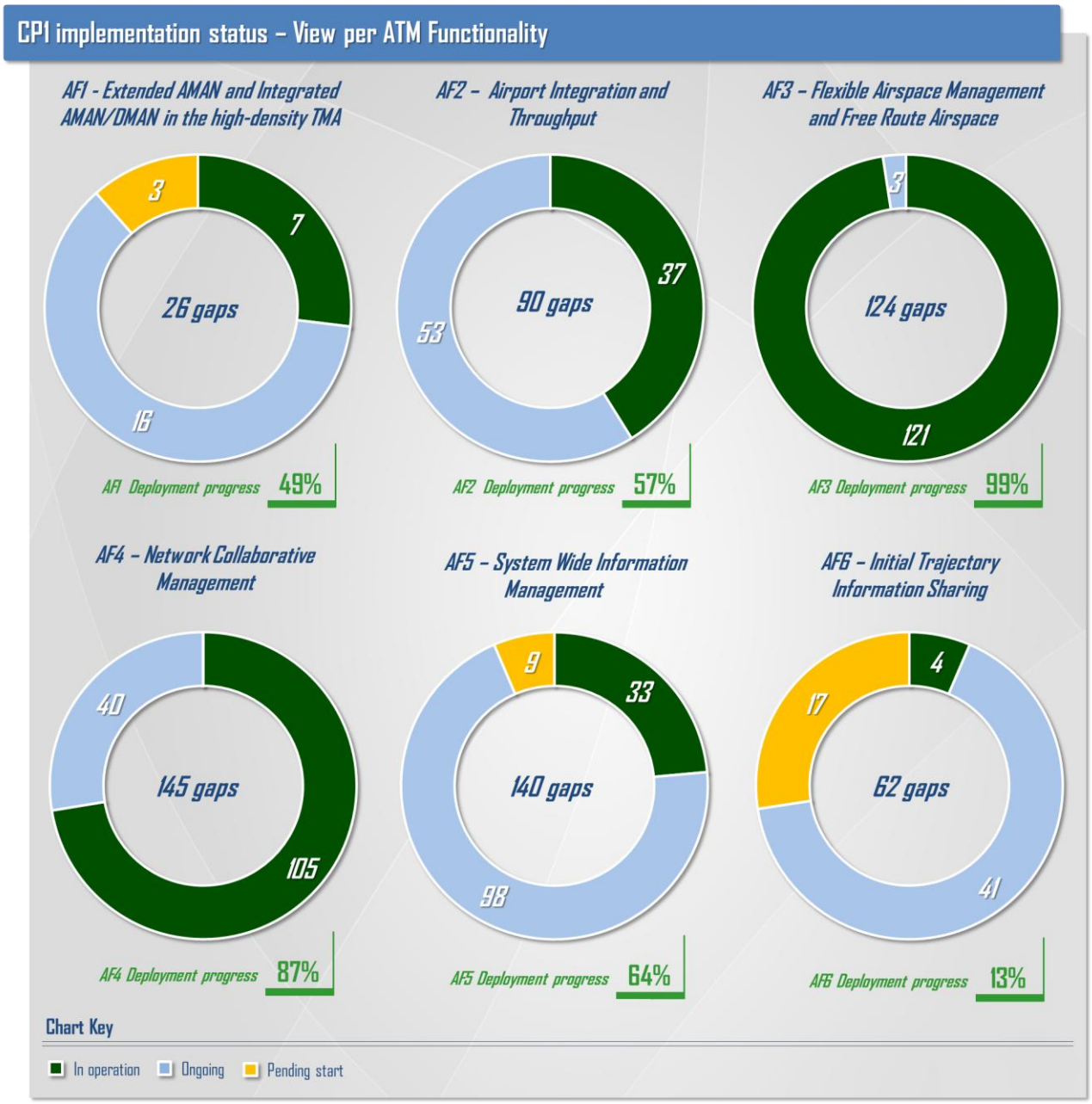


Figure 11 – CP1 Implementation Status: view per AF as of December 2025

The following detailed views per each ATM Functionality (AF1, AF2, AF3, AF4, AF5 and AF6) are complemented with charts aiming at representing the gaps whose CP1 timely completion is threatened since their implementation dates are set beyond the CP1 target dates or part of their scope is not yet planned.

AF1 - Extended AMAN and Integrated AMAN/DMAN in the high-density TMA

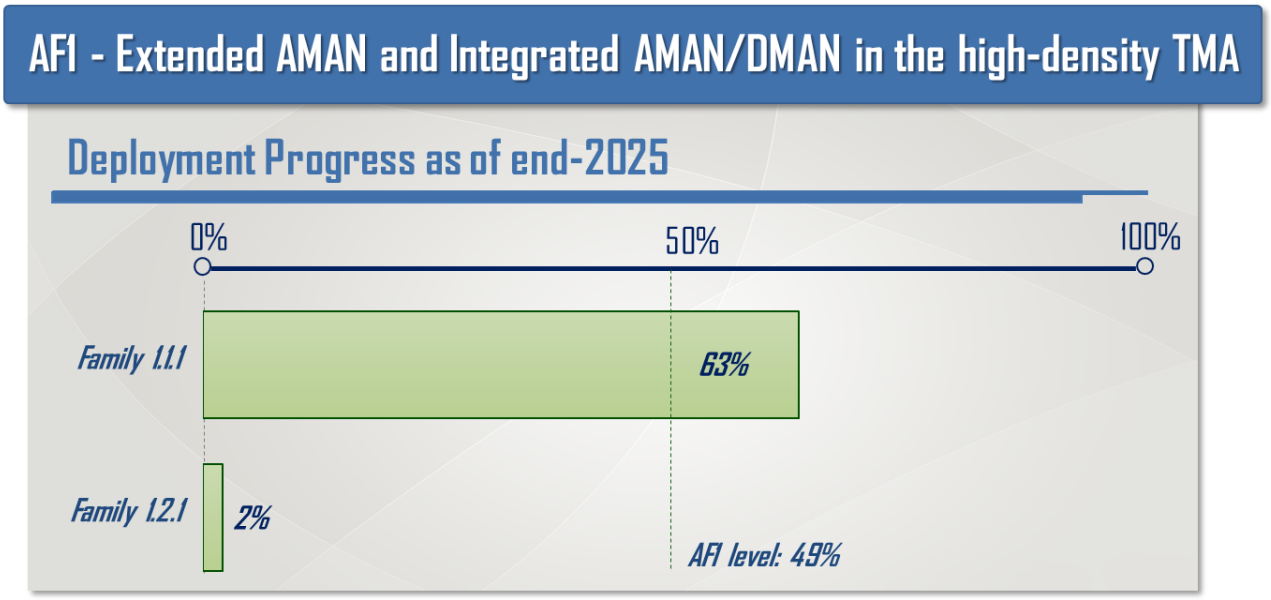


Figure 12 – AF1: deployment progress at AF and Family level

AF1 has achieved 49% of deployment progress, with 27% (7 out of 26) of the implementation gaps associated to AF1 in operation, all of them in Family 1.1.1. 62% of the gaps within this ATM Functionality are in the process of being implemented (in most cases benefitting from EU funding support and the SDM coordination activities). This implies that the deployment of AF1 is not currently ongoing in 11% of the cases, entirely allocated in Family 1.2.1, with 3 out of these 6 gaps being planned.

Family 1.1.1 – *Arrival Management extended to en-route airspace*, is implemented for 7 of the airports (Vienna Schwechat, Copenhagen Kastrup, Dublin airport, Paris Charles De Gaulle, Paris Orly, Rome Fiumicino, and Stockholm Arlanda)[5] listed in the Regulation and has achieved 63% of deployment progress. By the release of this report, Extended AMAN has also been completed at Frankfurt Airport in March 2026, bringing the completion rate to 40% (8 out 20 airports). Besides, the implementation of the required

[5] Plus Frankfurt airport, completed on 19th March 2026.

technical elements is ongoing for the remaining CP1 airports. As presented in Figure 13, the implementation of this Family is still ongoing for 12 airports in scope.

Airport	Implementation date	ANSP
Palma de Mallorca	Dec 2028	Ongoing with CEF
Amsterdam Schiphol	Dec 2027	Ongoing with CEF
Barcelona-El Prat	Dec 2027	Ongoing with CEF
Madrid-Barajas	Dec 2027	Ongoing with CEF
Milan Malpensa	Dec 2027	Ongoing without CEF
Nice Côte D'Azur	Dec 2027	Ongoing with CEF
Zürich Kloten	Dec 2027	Ongoing without CEF
Berlin Brandenburg	Dec 2026	Ongoing with CEF
Munich Franz Josef Strauss	Dec 2026	Ongoing with CEF
Frankfurt am Main**	Mar 2026**	Ongoing with CEF**
Brussels National	*	Ongoing without CEF
Düsseldorf Airport	*	Ongoing with CEF
Oslo Gardermoen	*	Ongoing without CEF

** Part of the remaining scope is not yet planned*
*** Completed on 19th March 2026*

Figure 13 – On going implementations beyond CP1 deadlines in Family 1.1.1

Even if only 35% (7 out of 20) of Family 1.1.1 has been fully completed by the CP1 target date, significant progress has already been made, with a large portion of the scope already in operation. Notably, 80% of the airports within CP1's scope (16 out of 20) now has at least one neighbouring ACC connected to the Extended AMAN as of the end of 2025. Furthermore, almost 75% (83 out of 114) of the required ACC and in-horizon airport connections within the 180 NM horizon of CP1-mandated airports are either fully operational (56%, 64 out of 114) or actively progressing (17%, 19 out of 114).

In six airports (and their corresponding ACCs) out of the 13-remaining ongoing, the implementation is expected to be completed when the SWIM-based solutions are in operation: Amsterdam Schiphol (2027), Barcelona El Prat (2027), Brussels National (2028), Madrid Barajas (2027), Milan Malpensa (2027), Palma de Mallorca Son Sant Joan (2028). Conversely, SWIM based solutions are already implemented in France and in progress for Switzerland, however Nice Côte D'Azur and Zürich Kloten cannot establish connections to ACCs Milan and UAC Karlsruhe as OLDI is currently used in Italy and Germany. Regarding Berlin Brandenburg, Düsseldorf Airport and Munich Franz Josef Strauss, the pending connections are expected to be temporarily established via OLDI within 2026 whereas initial planning, related to SWIM-based solution for German ACCs, is reported for a later stage. With regards to Oslo Gardermoen, the implementation is still uncertain and linked to the assessment by the Norwegian NSA of the operational benefits linked to the connections with Copenhagen, Malmo and Stockholm ACCs.

In 2023, SDM established the AF1 Coordination Platform, intended to support and accelerate the implementation of AF1, and to facilitate a harmonised and interoperable implementation among the neighbouring ACCs within the mandated 180 Nautical Miles horizon. The platform also supports the

objective of achieving full interoperability, as any delay in local implementation has a direct impact on the timely implementation in neighbouring countries.

The status of the Extended AMAN connections with neighbouring ACCs and CP1 in-horizon airports is depicted within the "***Focus on Extended AMAN implementation***" within Section 2.

Whilst three implementations have already started in Milan Malpensa, Paris Charles de Gaulle and Nice Côte d'Azur, the deployment progress registered for Family 1.2.1 - *AMAN/DMAN Integration* remains low. For Düsseldorf, the relevant ANSP has identified plans to complete the implementation by 2027, whereas no implementation date can be associated to the implementation at Berlin Brandenburg, Paris Charles de Gaulle and Nice Côte d'Azur considering that part of the scope is not yet planned. This Family is planned to be completed at Oslo Gardermoen beyond the CP1 target date, by 2032, as it depends on the implementation of the new ATM system in Oslo TMA, as shown in Figure 14.

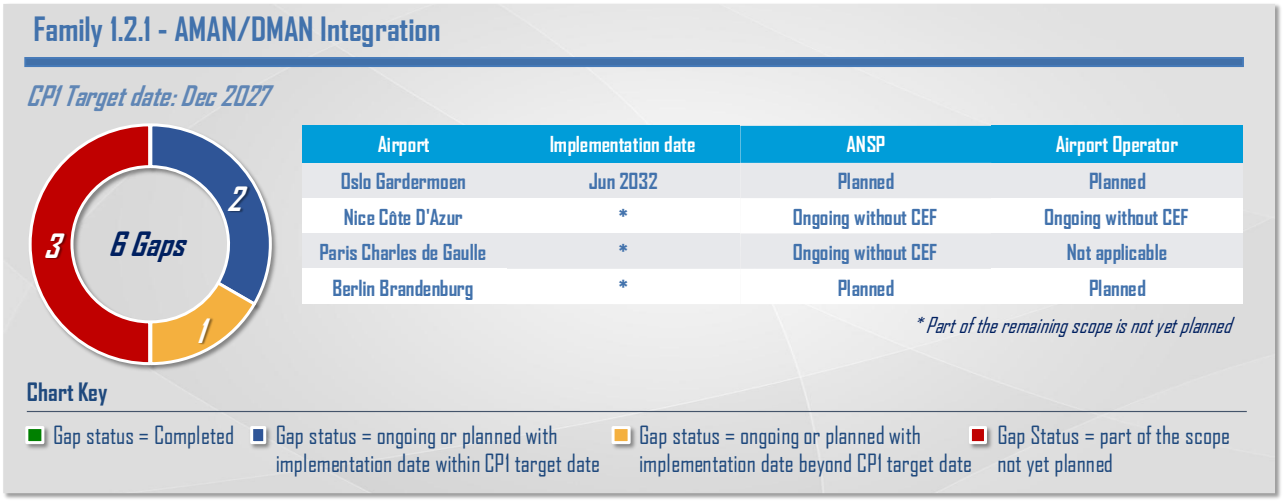


Figure 14 – On going implementations beyond CP1 deadlines in in Family 1.2.1

SDM, in the frame of the AF1 Coordination platform, has established a subgroup involving the impacted ANSPs and Airport Operators to promote the sharing of information and best practices to fulfil the AMAN/DMAN integration requirements.

AF2 - Airport Integration Throughput

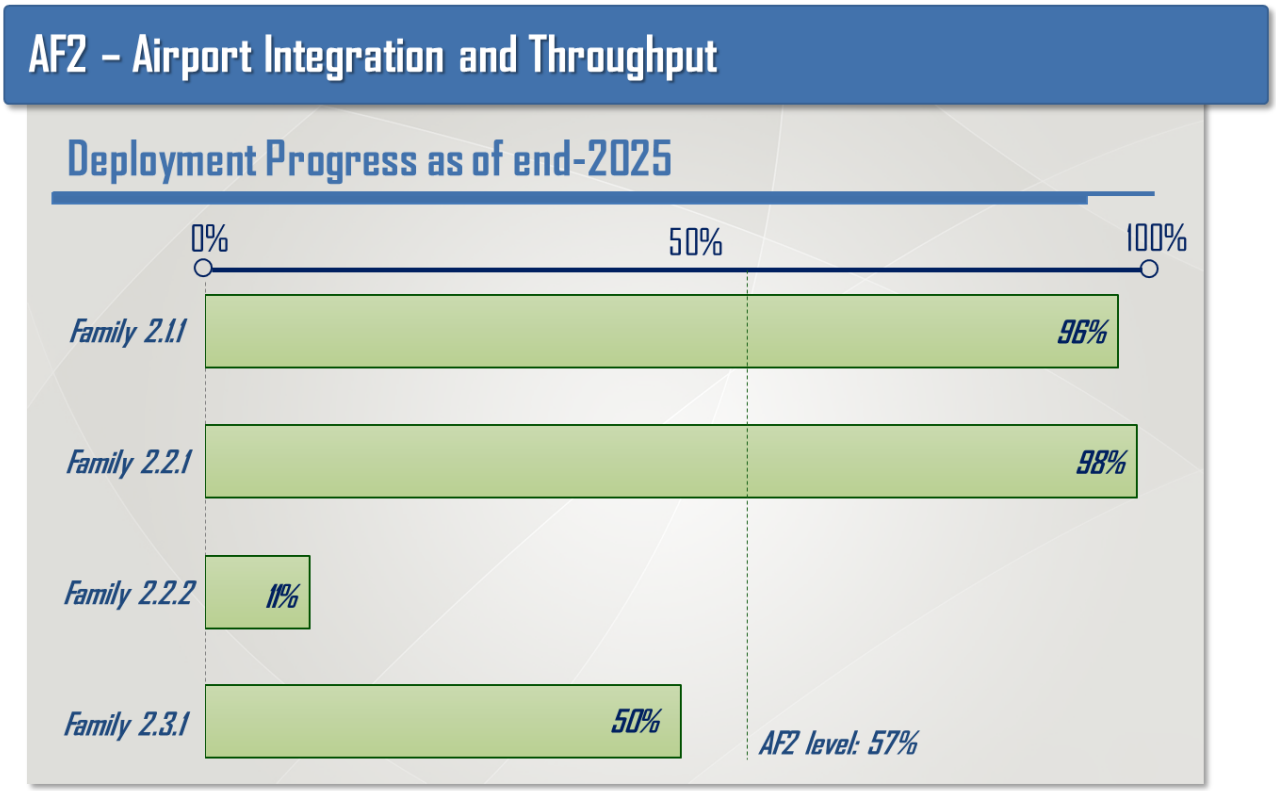


Figure 15 – AF2: deployment progress at AF and Family level

AF2 has reached 57% of deployment progress. 100% of the gaps associated to ATM Functionality 2 are either completed or the associated deployment activities are already in progress. 76% of all AF2 gaps are contributed by projects coordinated and synchronised by SDM.

With regards to Family 2.1.1 - *Departure Management Synchronised with Pre-departure sequencing*, the implementation of DMAN functionalities has reached 96% of deployment progress. The deployment is still ongoing at:

- Oslo Gardermoen, where it is expected to be completed in September 2029, because of the integration amongst ECI, A-CDM and A-SMGCS systems which will be achieved through the NeTSO project.
- Stockholm Arlanda, where is expected to be completed by early 2027 because of the delayed A-CDM validation, postponed following the upgrade of the local Airport Operational database (AODB).

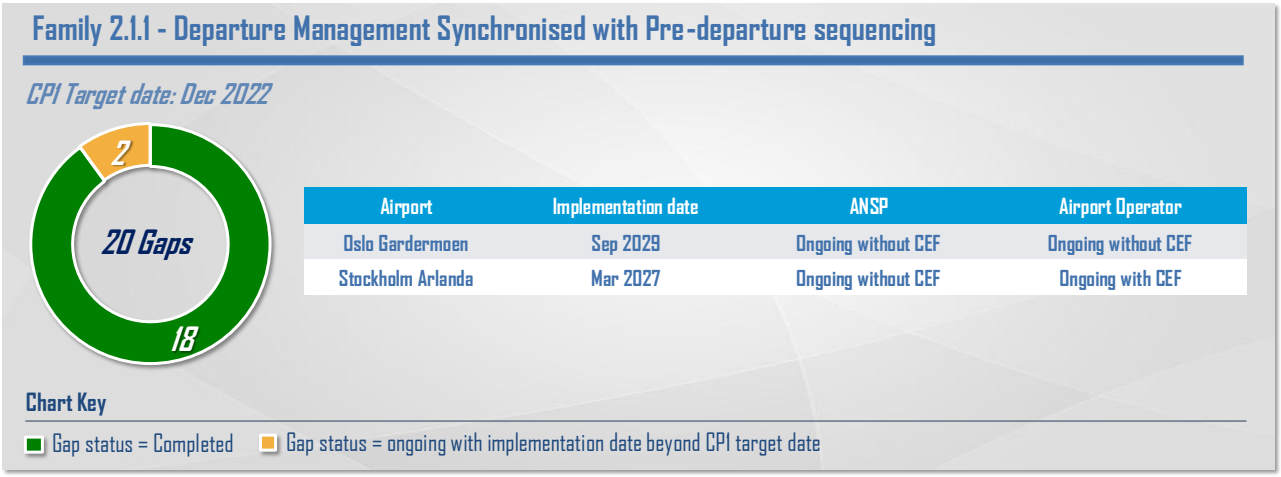


Figure 16 – On going implementations beyond CP1 deadlines in Family 2.1.1

Regarding Family 2.2.1 - *Initial AOP*, with a regulatory deadline set at the end of 2023, reached 98% of deployment progress. The implementation was completed for all airports in scope except Dublin airport and Stockholm Arlanda for which the A-CDM pre-requisite implementation is planned for June and December 2026, respectively.

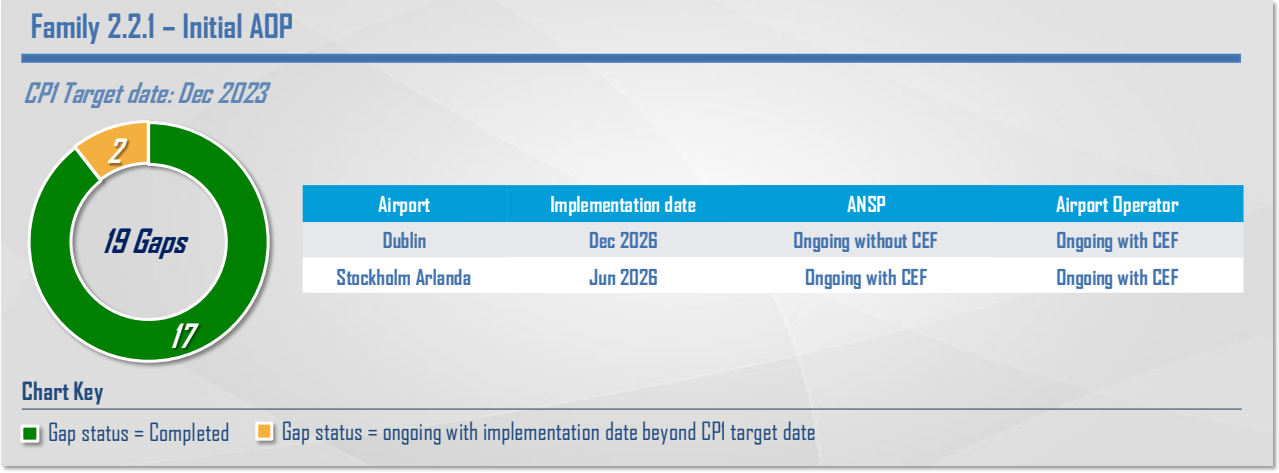


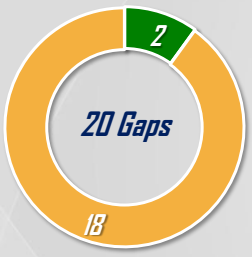
Figure 17 – On going implementations beyond CP1 deadlines in Family 2.2.1

With regards to Family 2.2.2 - *Extended AOP*, all the local implementations are already started or planned for all the airports in scope. However, the implementation date cannot be associated to 2 airports (Amsterdam Schiphol and Lyon Saint-Exupéry) since part of the scope is not yet planned. However, for both airports, the full scope is expected to be planned during 2026, targeting timely completion by December 2027. Extended AOP expands the scope of iAOP by increasing time-horizon predictability and extending beyond the airside operating environment to also address landside and terminal processes that affect airport performance, flight predictability, and operational efficiency.

With reference to Family 2.3.1 - *Airport Safety Nets*, which addresses the A-SMGCS Airport Safety Support Service, the implementation is completed in Brussels National and Copenhagen Kastrup. By the release of this Report, the implementation has been also completed at Dublin Airport in March 2026. The implementation is therefore ongoing for the 17 remaining airports. However, the implementation of additional 6 gaps is expected to be completed within 2027, while the remaining mandated airports will continue the implementation until 2032, as depicted in Figure 18.

Family 2.3.1 – Airport Safety Nets

CPI Target date: Dec 2025



Airport	Implementation date	ANSP	Airport Operator
Munich Franz Josef Strauss	Dec 2032	Ongoing with CEF	Ongoing with CEF
Amsterdam Schiphol	Dec 2030	Ongoing with CEF	Completed with CEF
Frankfurt am Main	Dec 2030	Ongoing with CEF	Ongoing with CEF
Zürich Kloten	Dec 2030	Completed without CEF	Ongoing without CEF
Berlin Brandenburg	Dec 2029	Ongoing with CEF	Ongoing with CEF
Stockholm Arlanda	Dec 2029	Ongoing with CEF	Ongoing with CEF
Düsseldorf Airport	Dec 2028	Ongoing with CEF	Ongoing with CEF
Nice Côte D'Azur	Dec 2028	Ongoing with CEF	Completed without CEF
Paris Charles de Gaulle	Dec 2028	Ongoing with CEF	Completed with CEF
Oslo Gardermoen	Oct 2028	Ongoing without CEF	Ongoing without CEF
Vienna Airport	Oct 2028	Ongoing with CEF	Ongoing without CEF
Madrid-Barajas	Dec 2027	Ongoing with CEF	Not applicable
Palma de Mallorca	Dec 2027	Ongoing with CEF	Not applicable
Milan Malpensa	Apr 2027	Ongoing with CEF	Completed without CEF
Rome Fiumicino	Apr 2027	Ongoing with CEF	Completed without CEF
Barcelona-El Prat	Dec 2026	Ongoing with CEF	Not applicable
Dublin Airport *	Mar 2026	Ongoing with CEF	Ongoing with CEF
Paris Orly	Jun 2026	Ongoing with CEF	Completed with CEF

** Completed in March 2026*

Chart Key

Gap status = Completed Gap status = ongoing with implementation date beyond CP1 target date

Figure 18 – On going implementations beyond CP1 deadlines in Family 2.3.1

Nevertheless, the Runway Monitoring and Conflict Alerting (RMCA) functionality, the most critical for runway-safety and accident prevention, is already implemented in 85% of mandated airports (17 out of 20). This shows that a substantial part of the Safety Nets scope is already operational across the vast majority of CP1 airports, providing a robust basis for the remaining deployment.

The primary delay driver for implementing Conflicting ATC Clearances (CATC) and Conformance Monitoring Alerts for Controllers (CMAC) is the need to upgrade the Tower ATM systems to enable their detection. However, certain safety-net alerts for CATC and CMAC may not be applicable to specific airports due to local operational or technical limitations, and this is allowed and foreseen in the CP1 Regulation. To capture and monitor such cases, SDM introduced the Airport Safety Nets Limitations Checklist, which provides a comprehensive overview of the limitations applicable to each airport, ensuring tracking of local variations in line with CP1 provisions which asks that all limitations are indicated. The key outcomes derived from the gathered limitation checklists are summarised in the table below.

Airport Safety Support Service functions

Airport	RMCA	CATC / CMAC
Amsterdam Schiphol	✓*	December 2030
Barcelona-El Prat	✓	December 2026
Berlin Brandenburg	✓	December 2029
Brussels National	✓	✓*
Copenhagen Kastrup	✓	✓*
Dublin Airport	✓	December 2026
Düsseldorf Airport	✓	December 2028
Frankfurt am Main	✓	December 2030
Madrid-Barajas Adolfo Suárez	✓	December 2027
Milan Malpensa	April 2027	April 2027
Munich Franz Josef Strauss	✓	December 2032
Nice Côte D'Azur	✓	December 2028
Oslo Gardermoen	✓*	October 2028
Palma de Mallorca	✓	December 2027
Paris Charles de Gaulle	✓	December 2028
Paris Orly	✓	June 2026
Rome Fiumicino	April 2027	April 2027
Stockholm Arlanda	April 2026	December 2029
Vienna Airport	✓*	October 2028
Zürich Kloten	✓	December 2030

✓ *In operations* ✓* *In operations with limitations*

Figure 19 – Airport Safety Nets Limitations Checklist – outcome

AF2 implementation continues benefiting from the regular ACI EUROPE coordination meetings among all implementing airports to which SDM is actively participating.

AF3 - Flexible Airspace Management and Free Route Airspace

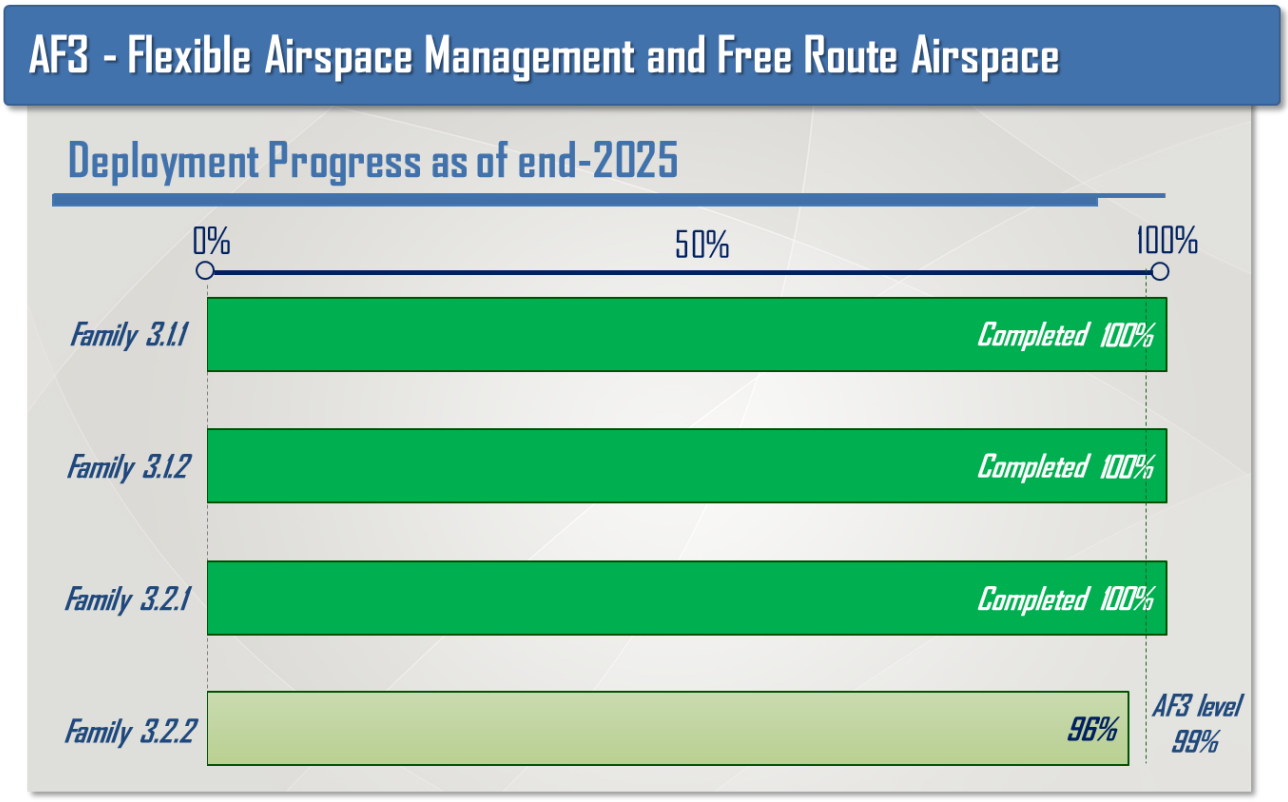


Figure 20 – AF3: deployment progress at AF and Family level

99% of the implementation gaps associated to AF3 are in operation, making it the most progressed ATM functionality within the scope of the CP1 from a deployment-extent perspective.

Moreover, Family 3.1.1 – *ASM and A-FUA*, Family 3.1.2 – *Management of Predefined Airspace configurations* and Family 3.2.1 – *Initial Free Route Airspace* have also reached their CP1 regulatory target date on 31st December 2022. These implementations have been completed for all the 31 applicability areas.

The technical requirements for the implementation of "*Enhanced Free Route Airspace Operations*", addressed by Family 3.2.2 were already implemented in 26 out of 29 countries and by MUAC and Network Manager by December 2025, thus ensuring Cross-border FRA with at least one neighbouring State and FRA connectivity with TMAs enabling significant performance benefits, both in terms of reduction of jet fuel consumption and of CO_2 emissions.

In France the implementation of full FRA (above FL195) was completed in March 2026 with the inclusion of the last ACC (Brest ACC), bringing the completion rate of this Family to 94%.

In Portugal, the implementation was completed in May 2026 establishing cross-border operations with Spain.

In Spain, the implementation will be achieved in December 2027 considering that the TTM (Tactical Trajectory Module), covering the cross-border FRA of Canary Islands airspace, will not be available until 2027.

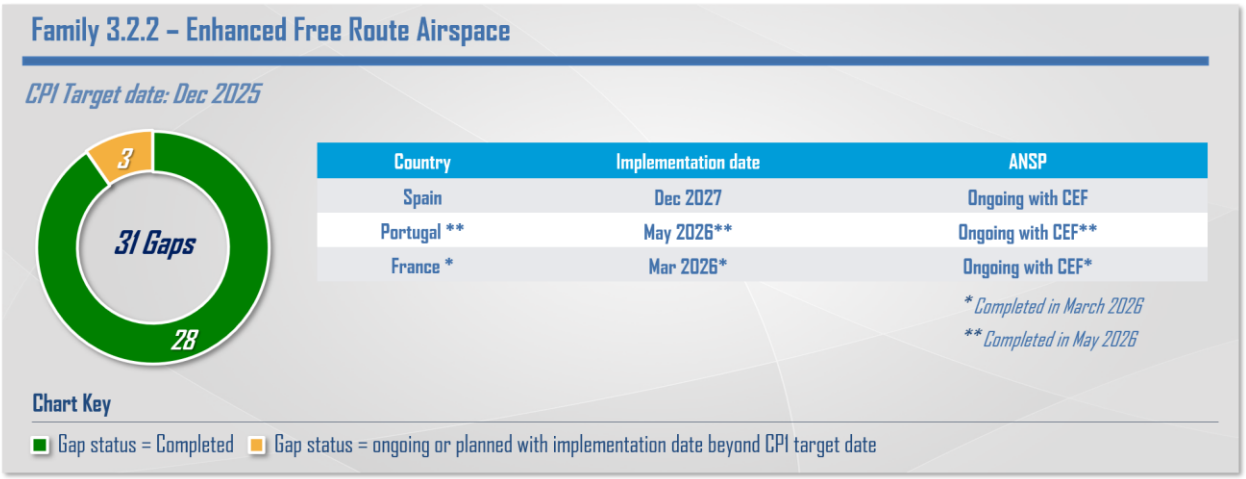


Figure 21 – On going implementations beyond CP1 deadlines in Family 3.2.2

AF4 - Network Collaborative Management

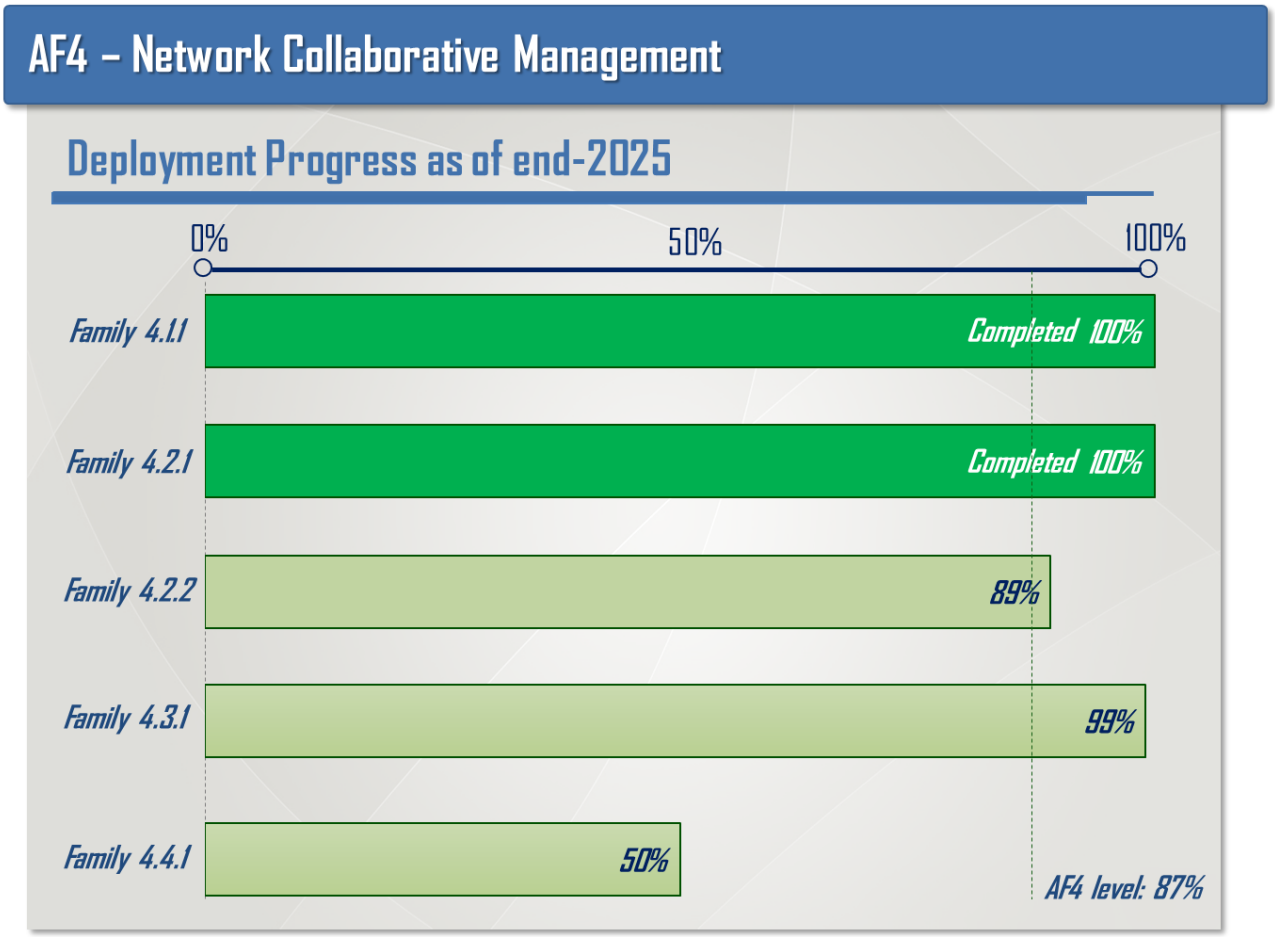
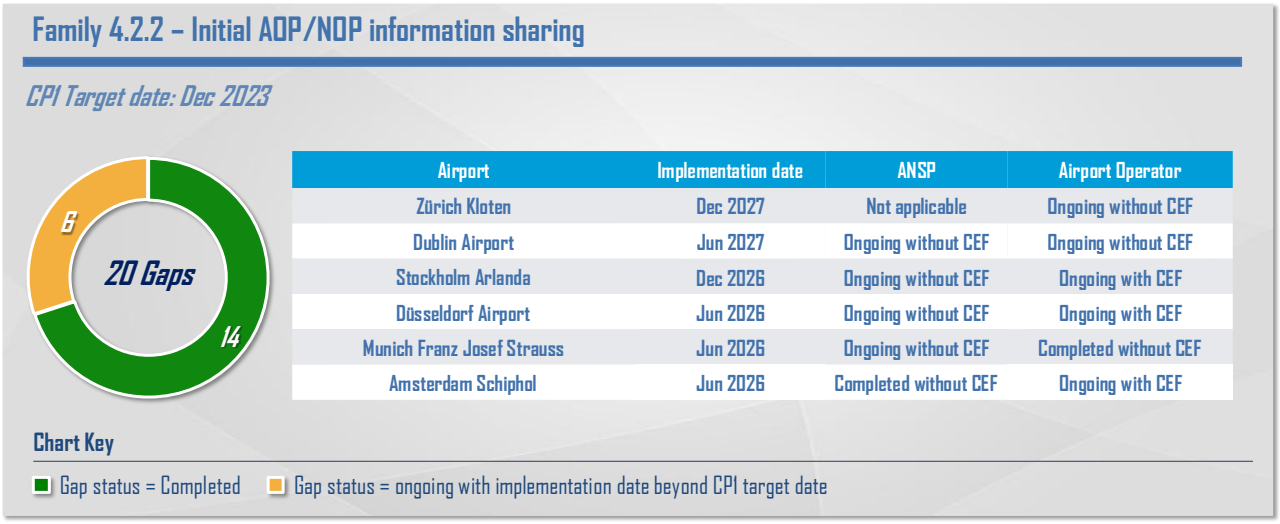


Figure 22 – AF4: deployment progress at AF and Family level

AF4 has reached 87% of deployment progress and 72% of AF4 scope is in operation. The remaining scope (28%) of this ATM functionality is currently ongoing with a remarkable support provided by CEF funded initiatives.

Family 4.1.1 – *Enhanced Short Term ATFCM Measures* and Family 4.2.1 - *Interactive Rolling NOP* have reached their CP1 regulatory target date in 2022 and 2023 respectively and have been completed for all the 31 applicability areas. As of December 2025, the implementation of Family 4.2.2 - *Initial AOP/NOP Information Sharing*, achieved 89% of deployment progress and was reported completed for 13 airports (Barcelona-El Prat Josep Tarradellas; Berlin Brandenburg; Brussels National; Copenhagen Kastrup; Frankfurt am Main; Madrid-Barajas Adolfo Suárez; Milan Malpensa; Nice Côte D'Azur; Palma de Mallorca; Paris Charles de Gaulle; Paris Orly; Rome Fiumicino; Vienna Airport) and Network Manager, whereas it is still ongoing for the remaining 6 airports in scope.



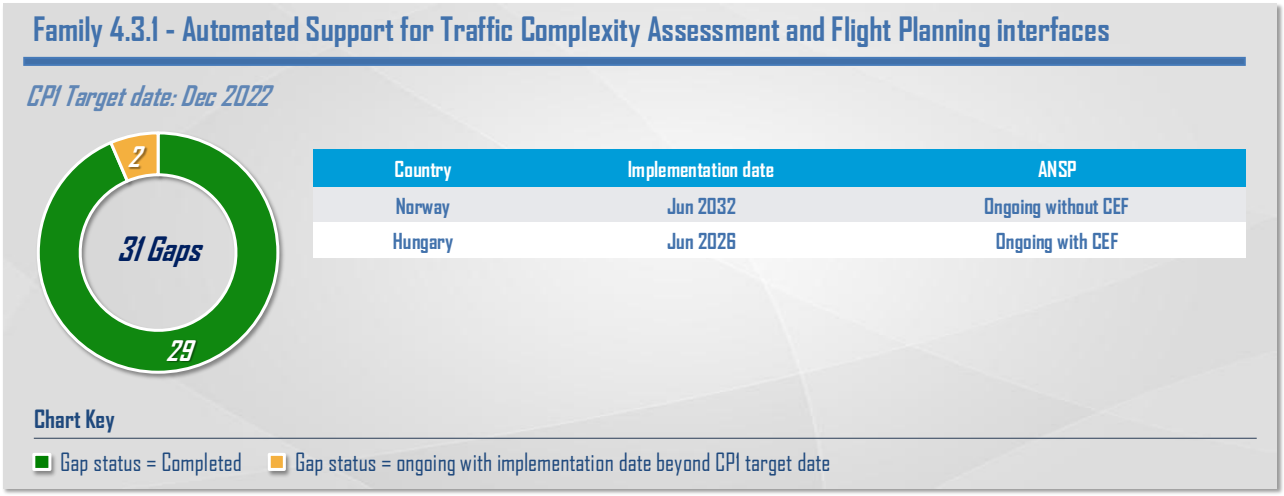
Airport	Implementation date	ANSP	Airport Operator
Zürich Kloten	Dec 2027	Not applicable	Ongoing without CEF
Dublin Airport	Jun 2027	Ongoing without CEF	Ongoing without CEF
Stockholm Arlanda	Dec 2026	Ongoing without CEF	Ongoing with CEF
Düsseldorf Airport	Jun 2026	Ongoing without CEF	Ongoing with CEF
Munich Franz Josef Strauss	Jun 2026	Ongoing without CEF	Completed without CEF
Amsterdam Schiphol	Jun 2026	Completed without CEF	Ongoing with CEF

Figure 23 – Family 4.2.2 foreseen implementation dates - in line with the iAOP/NOP roadmap

SDM is also directly supporting the implementation of Family 4.2.2 acting as a liaison between airports and the Network Manager to allow the production of a reliable planning of the remaining common steps. Based on the planning, NM and Airports continue these airport validation activities.
According to the iAOP/NOP integration roadmap (built by NM, the Airports, and SDM in cooperation with ACI EUROPE), the remaining airports and NM will conclude the validation in the course of 2026 (Amsterdam Schiphol, Düsseldorf Airport and Munich Franz Josef Strauss, for which the validation activities have been initiated and are ongoing, are expected to complete by Q2 2026; Stockholm Arlanda is expected to finalize the implementation in Q4 2026) except Dublin Airport and Zürich Kloten, where the implementation is expected to be achieved in the course of 2027.
As a mitigation action, SDM, NM and the impacted airports are in close and regular exchange to update the iAOP/NOP implementation roadmap with the objective to reach the highest possible completion rate of the Family scope implemented by 2026.

Additionally, the workplan is being structured to avoid a knock-on effect on Family 4.4.1 – *AOP/NOP Integration*. In this respect, all the mandated Airports and Network Manager have started the implementation activities for Family 4.4.1 and are actively involved in the recovery plan to mitigate the risk.

Family 4.3.1 - *Automated Support for Traffic Complexity Assessment and Flight Planning interfaces* reached its CP1 regulatory target date on 31st December 2022. 27 out of 29 countries plus MUAC and Network Manager, have completed the implementation, whereas activities are still ongoing for 2 countries (Norway and Hungary).



Country	Implementation date	ANSP
Norway	Jun 2032	Ongoing without CEF
Hungary	Jun 2026	Ongoing with CEF

Figure 24 – On going implementations beyond CP1 deadlines in Family 4.3.1

For Hungary, the local traffic complexity tool is in operations since 2024 but the validation of the automatic provision of AFP for change of route, for a change of flight rules or flight type is ongoing with NM and is expected to be completed by June 2026, whereas for Norway, the automatic provision of AFP messages will be achieved with the deployment of new ATM system in 2032.

Regarding Family 4.4.1 - *AOP/NOP integration*, all the Stakeholders started the implementation benefitting, in most of the cases, of CEF funding support (78% of Family scope). 29 out of the 31 mandated airports and Network Manager are expected to complete the implementation by the CP1 target date (31st December 2027), whereas for two airports (Geneva Airport and Lyon Saint-Exupéry) the foreseen implementation date cannot be identified as part of the scope is not yet planned. However, for both airports, the full scope is expected to be planned during 2026, targeting timely completion by December 2027.

AF5 - SWIM

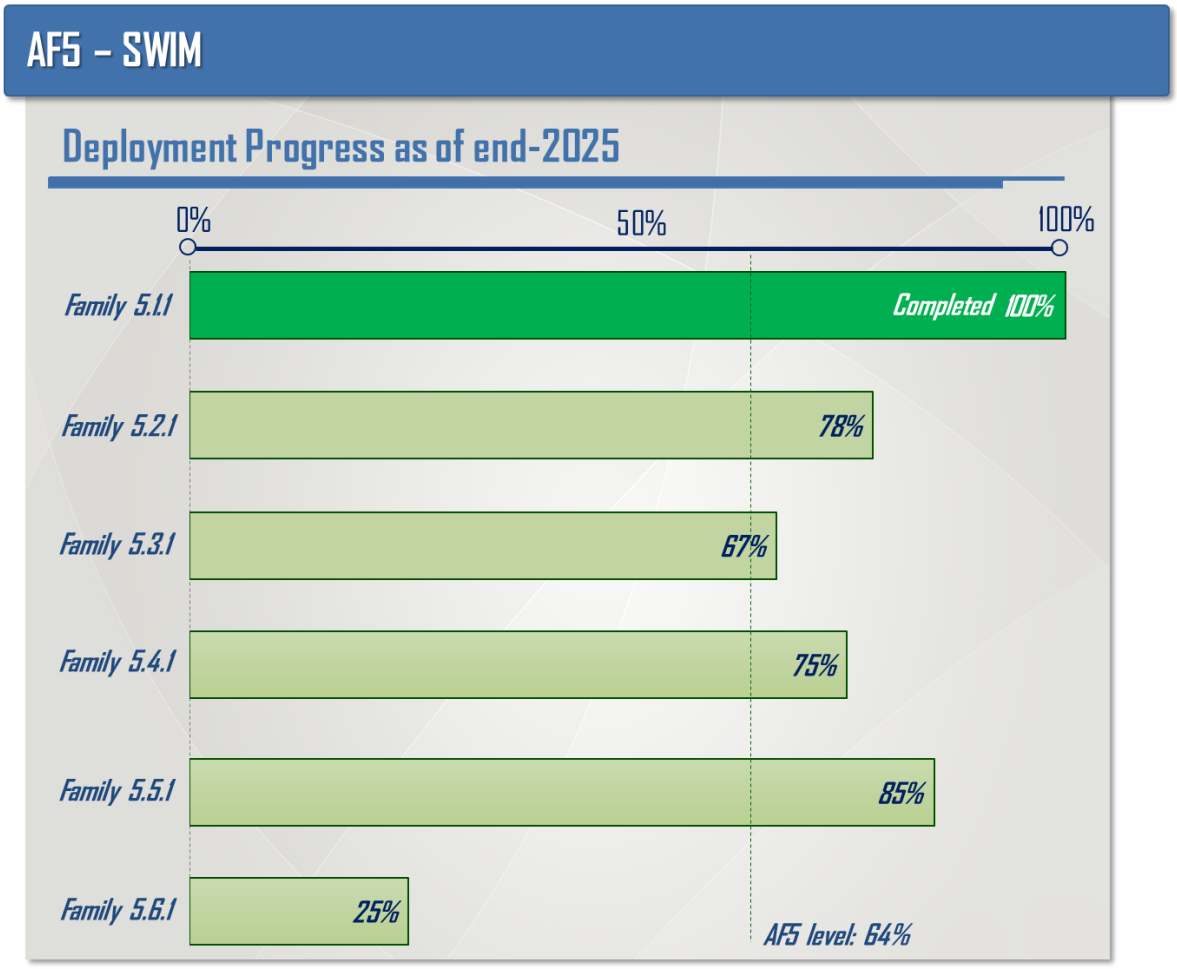


Figure 25 – AF5: deployment progress at AF and Family level

AF5 has reached 64% of deployment progress with only a limited part (6%) of its scope still planned. 24% of AF5 scope is in operation.

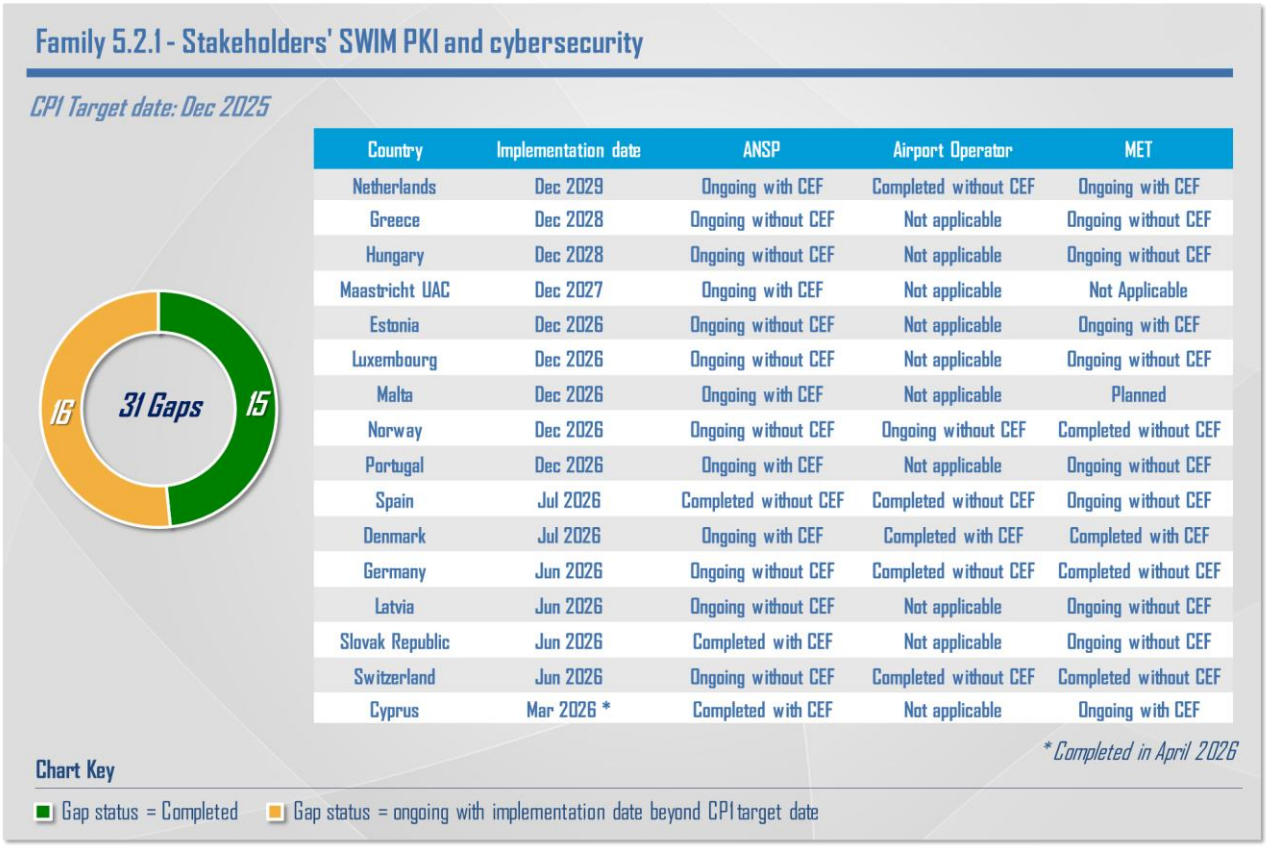
Considering a total of 432 SWIM services to be implemented in the different geographical scopes, the following facts can be highlighted:

- 141 (33%) services have been completed (+81% compared to data as of December 2024)
- 227 (53%) services are ongoing (-20%compared to data as of December 2024)
- 60 (14%) services are planned (-10% compared to data as of December 2024)
- 4 (1%) services are not yet planned (-73% compared to data as of December 2024)

These results confirm the strong momentum gained in 2025 in the deployment of AF5 SWIM services. Overall, 86% of SWIM services are already either operational (33%) or actively under implementation (53%), while only a limited share remains in the planning phase (14%).

The implementation of Family 5.2.1 - *Stakeholders' SWIM PKI and cyber security*, which may differ depending on whether the Stakeholders will become a CA (Certificate Authority) themselves or use the European Common Aviation PKI (EACP) as developed by Family 5.1.1, has been completed by 14 countries and Network Manager. For other 12 countries (Cyprus; Denmark; Estonia; Germany; Latvia; Luxembourg; Malta; Norway; Portugal; Slovak Republic; Spain; Switzerland), the implementation is expected to be completed within 2026, and the three remaining countries and MUAC are expected to be completed by

2029, as shown in Figure 26. By the time of the release of the present Report, Cyprus has completed the implementation of this Family.



Country	Implementation date	ANSP	Airport Operator	MET
Netherlands	Dec 2029	Ongoing with CEF	Completed without CEF	Ongoing with CEF
Greece	Dec 2028	Ongoing without CEF	Not applicable	Ongoing without CEF
Hungary	Dec 2028	Ongoing without CEF	Not applicable	Ongoing without CEF
Maastricht UAC	Dec 2027	Ongoing with CEF	Not applicable	Not Applicable
Estonia	Dec 2026	Ongoing without CEF	Not applicable	Ongoing with CEF
Luxembourg	Dec 2026	Ongoing without CEF	Not applicable	Ongoing without CEF
Malta	Dec 2026	Ongoing with CEF	Not applicable	Planned
Norway	Dec 2026	Ongoing without CEF	Ongoing without CEF	Completed without CEF
Portugal	Dec 2026	Ongoing with CEF	Not applicable	Ongoing without CEF
Spain	Jul 2026	Completed without CEF	Completed without CEF	Ongoing without CEF
Denmark	Jul 2026	Ongoing with CEF	Completed with CEF	Completed with CEF
Germany	Jun 2026	Ongoing without CEF	Completed without CEF	Completed without CEF
Latvia	Jun 2026	Ongoing without CEF	Not applicable	Ongoing without CEF
Slovak Republic	Jun 2026	Completed with CEF	Not applicable	Ongoing without CEF
Switzerland	Jun 2026	Ongoing without CEF	Completed without CEF	Completed without CEF
Cyprus	Mar 2026 *	Completed with CEF	Not applicable	Ongoing with CEF

Figure 26 – On going implementations beyond CP1 deadlines in Family 5.2.1

Local deployment has been ongoing for some time, and with the release of guidance material from the Implementation Project 2017_084_AF5 "SWIM Common PKI and policies & procedures for establishing a Trust framework" and the end user agreement from the European Aviation Common PKI (EACP) in SDP Family 5.1.1, the dependencies on the Common Public Key Infrastructure (PKI) are now clearly visible to all Stakeholders.

Thanks to strong community engagement in the European Common PKI project, there is already a high level of awareness of the technical security requirements. However, successful adaptation requires updates to the Information Security Management System (ISMS), including the incorporation of the EACP end-user agreement for service providers.

Digital certificates constitute a mandatory technical enabler for the provision and consumption of all SWIM services. They ensure secure authentication, integrity, and confidentiality of information exchanged between service providers and consumers across the SWIM environment. Consequently, the successful deployment of this Sub ATM functionality is a pre-requisite for the operational activation of each SWIM service under the CP1 Sub-AFs 5.3, 5.4, 5.5 and 5.6.

Regarding the AF5 Families related to SWIM services for information exchange, the implementation of Family 5.3.1 - *Aeronautical Information Exchange* has been completed for 1 gap (Network Manager completed the implementation of the Airspace Structure and Airspace Availability SWIM services) and is currently ongoing for the remaining 97% of the gaps. 14 countries and MUAC are expected to complete the implementation within 2027 (61% of the Family scope), as shown in Figure 28. As of end-2025, the ASM Services have reached 73% of deployment progress, whereas AIM Services have reached 58% of deployment progress.

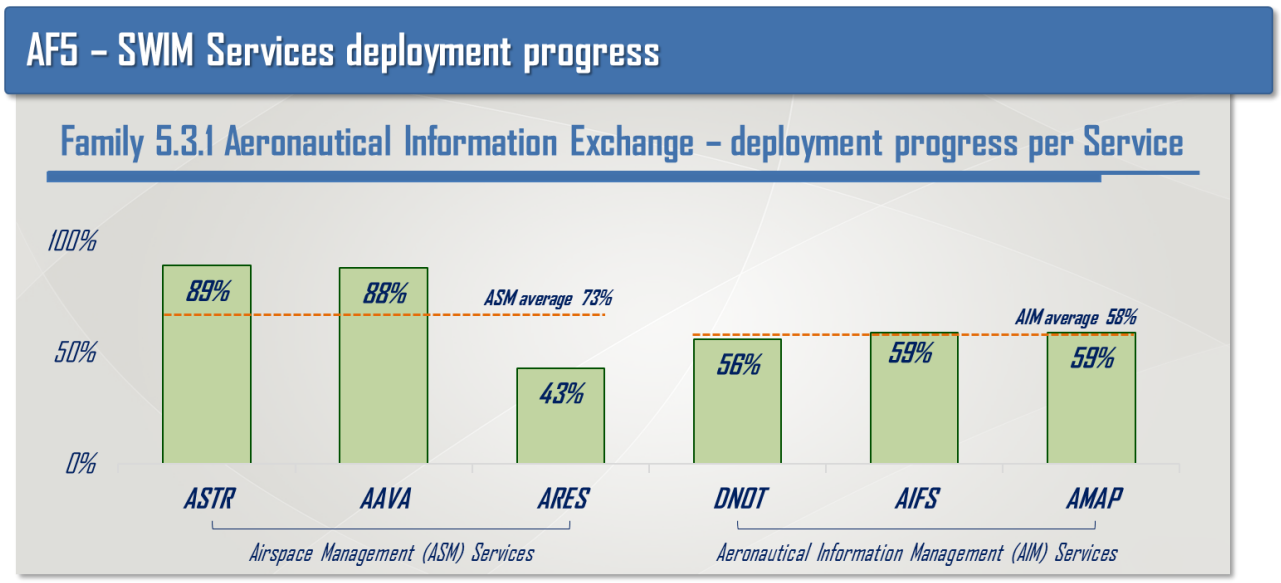
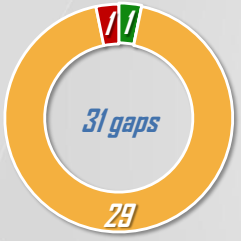


Figure 27 - Family 5.3.1 deployment status per SWIM service[6]

Family 5.3.1 Aeronautical Information Exchange

CPI Target date: Dec 2025



Country	Implementation date	ANSP	AISP
Norway	Dec 2032	Ongoing without CEF	Ongoing without CEF
Lithuania	Mar 2032	Ongoing with CEF	Ongoing without CEF
Malta	Dec 2030	Ongoing with CEF	Ongoing with CEF
Netherlands	Dec 2030	Ongoing without CEF	Ongoing with CEF
Estonia	May 2030	Ongoing with CEF	Ongoing with CEF
Finland	May 2030	Ongoing without CEF	Ongoing without CEF
Slovak Republic	Mar 2030	Ongoing without CEF	Ongoing without CEF
Germany	Jul 2029	Ongoing with CEF	Ongoing without CEF
Belgium	Dec 2028	Ongoing without CEF	Ongoing without CEF
Cyprus	Dec 2028	Ongoing without CEF	Ongoing with CEF
Greece	Dec 2028	Ongoing without CEF	Ongoing without CEF
Hungary	Dec 2028	Ongoing without CEF	Planned
Luxembourg	Dec 2028	Ongoing without CEF	Ongoing without CEF
Bulgaria	Jun 2028	Ongoing without CEF	Ongoing without CEF
Austria	Dec 2027	Ongoing with CEF	Ongoing with CEF
Latvia	Dec 2027	Ongoing without CEF	Completed with CEF
Maastricht UAC	Dec 2027	Ongoing without CEF	Not applicable
Spain	Dec 2027	Ongoing with CEF	Ongoing with CEF
Portugal	Sep 2027	Ongoing with CEF	Ongoing with CEF
Czech Republic	Jun 2027	Ongoing with CEF	Ongoing with CEF
France	Jun 2027	Ongoing with CEF	Ongoing with CEF
Ireland	Jun 2027	Ongoing with CEF	Ongoing with CEF
Slovenia	May 2027	Ongoing without CEF	Ongoing without CEF
Denmark	Mar 2027	Ongoing with CEF	Ongoing with CEF
Sweden	Mar 2027	Ongoing with CEF	Ongoing without CEF
Croatia	Mar 2027	Ongoing with CEF	Ongoing without CEF
Italy	Dec 2026	Ongoing with CEF	Ongoing with CEF
Poland	Dec 2026	Ongoing with CEF	Ongoing with CEF
Romania	Dec 2026	Ongoing without CEF	Ongoing without CEF
Switzerland	*	Ongoing without CEF	Planned

** Part of the remaining scope is not yet planned*

Chart Key

Gap status = Completed | Gap status = ongoing with implementation date beyond CP1 target date | Gap Status = part of the scope not yet planned

Figure 28 - On going implementations beyond CP1 deadlines in in Family 5.3.1

[6] ASTR = Airspace Structure Service, AAVA = Airspace Availability Service, ARES = Airspace Reservation Service, DONT = Digital NOTAM Service, AIFS = Aeronautical Information Feature Service, AMAP = Aerodrome Mapping Service

Delays affecting ASM Services are mainly driven by the necessary upgrade of the ATM/ATC System for the consumption of the ARES SWIM service. This service presents technical complexities, as local ATC systems must consume real-time activation and deactivation of airspace data directly from the local ASM tools (e.g. LARA) to display airspace reservations on ATCO working positions. 13 countries (Austria; Croatia; Czech Republic; Denmark; France; Italy; Lithuania; Poland; Portugal; Romania; Slovenia; Sweden; Switzerland) are expected to enable this functionality by 2026 also supported by an interim mitigation measure. Specifically, a translation mechanism can be deployed to enable real-time ASM data exchange between the local ASM tool and legacy ATC systems, ensuring operational/functional compliance, while ATC systems upgrades continue. Another aspect of ARES that requires close monitoring concerns the exchange of cross-border operations, in case of effective needs justified by operational requirements. In those cases, since state-to-state agreements are a prerequisite, progress is slower in those States that have only recently initiated bilateral coordination with neighbouring ANSPs.

The delayed implementation of Aeronautical Information Management (AIM) SWIM services, including the Aeronautical Information Features, Aerodrome Mapping, and Digital NOTAM services affecting the vast majority of Aeronautical Information Service Providers (AISPs) depends on the Enhanced European AIS Database (eEAD) availability, deployed by NM. As the CP1-conformant version of the eEAD will only become available starting from Q2 2026, AISPs declaring such dependency for provision and/or consumption will be able to achieve CP1 compliance for the AIM scope only after the new eEAD functionality is fully deployed so they can start their migration and training processes.

The transition to the enhanced European AIS Database (eEAD) is being implemented in several phases. CP1-related capabilities are expected to become operationally available from May 2026, with client transitions completed by September 2026. The decommissioning of the legacy EAD system is planned by the end of June 2027.

In response to delays and dependencies, SDM has launched an AIM/SWIM support initiative aimed at defining a detailed roadmap, with publication expected by June 2026. In fact, this initiative also allows to gain updates to the Operational Data Completeness (ODC) catalogue template and to foster the development of AIM use cases to better align operational needs with system capabilities.

Stakeholder consultations involving 28 participants highlighted the need for a consistent and enforceable framework for aeronautical data provision, particularly regarding AIXM 5.1 standardisation and data centralisation. Concerns were also raised about the feasibility of decommissioning the current EAD system by the end of June 2027, given the limited transition window to eEAD and the associated operational risks.

To address these concerns, a joint mitigation plan (stakeholders, NM, SDM) will be elaborated to tackle the risks connected to the decommissioning of EAD. This mitigation plan will include four specific decision milestones. Depending on the status of eEAD and local system deployment at these milestones, reassessments are to be made and respective actions to be taken, leading to the identification of mitigation options including possible EAD lifecycle-prolongation.

With regards to Family 5.4.1– *Meteorological Information Exchange*, the implementation has been completed by 5 countries and NM, whereas it is still ongoing for 24 countries (Belgium; Bulgaria; Croatia; Cyprus; Estonia; Finland; Germany; Greece; Hungary; Ireland; Italy; Latvia; Luxembourg; Maastricht UAC; Malta; Netherlands; Norway; Portugal; Romania; Slovak Republic; Slovenia; Spain; Sweden; Switzerland). By the release of this Report, Poland has completed the full implementation of this Family in March 2026. For 8 countries the implementation will be completed within 2026. Most of these delays lie within the consumption of the MET SWIM Services, whereas a more positive outlook can be observed relating to the provision side.

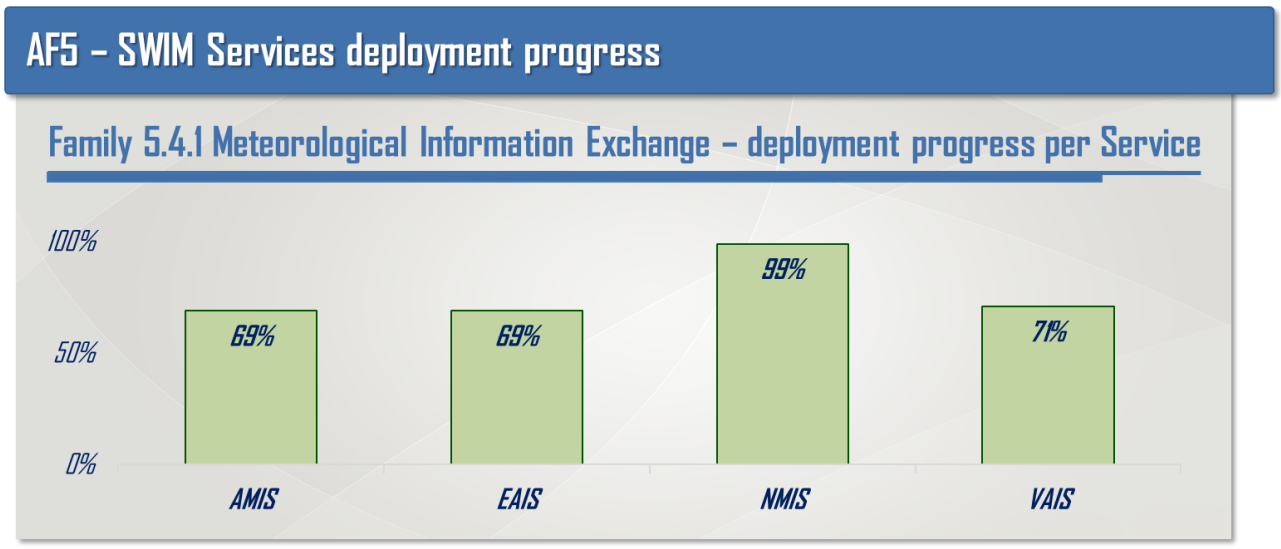
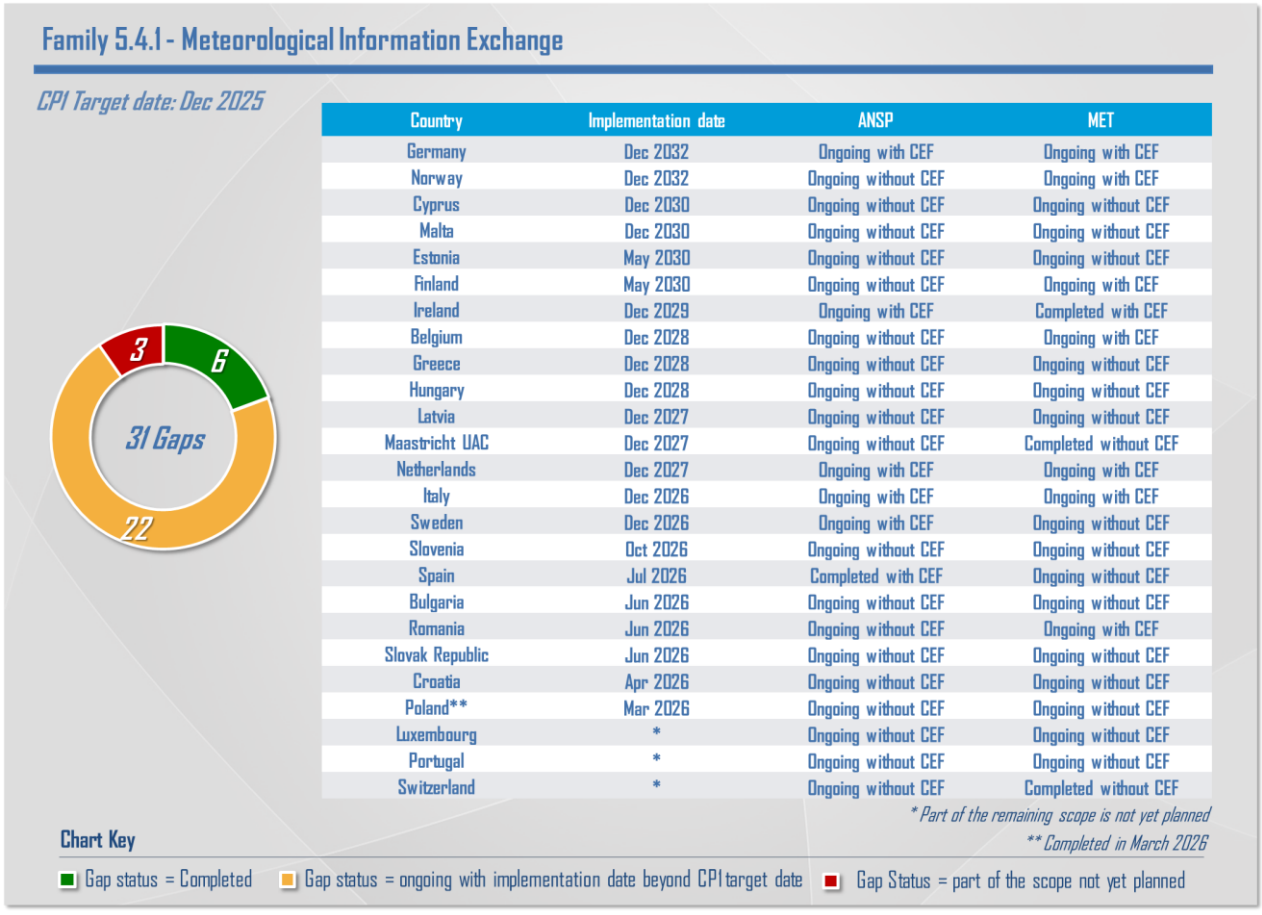


Figure 29 - Family 5.4.1 deployment progress per SWIM service[7]



Country	Implementation date	ANSP	MET
Germany	Dec 2032	Ongoing with CEF	Ongoing with CEF
Norway	Dec 2032	Ongoing without CEF	Ongoing with CEF
Cyprus	Dec 2030	Ongoing without CEF	Ongoing without CEF
Malta	Dec 2030	Ongoing without CEF	Ongoing without CEF
Estonia	May 2030	Ongoing without CEF	Ongoing without CEF
Finland	May 2030	Ongoing without CEF	Ongoing with CEF
Ireland	Dec 2029	Ongoing with CEF	Completed with CEF
Belgium	Dec 2028	Ongoing without CEF	Ongoing with CEF
Greece	Dec 2028	Ongoing without CEF	Ongoing without CEF
Hungary	Dec 2028	Ongoing without CEF	Ongoing without CEF
Latvia	Dec 2027	Ongoing without CEF	Ongoing without CEF
Maastricht UAC	Dec 2027	Ongoing without CEF	Completed without CEF
Netherlands	Dec 2027	Ongoing with CEF	Ongoing with CEF
Italy	Dec 2026	Ongoing with CEF	Ongoing with CEF
Sweden	Dec 2026	Ongoing with CEF	Ongoing without CEF
Slovenia	Oct 2026	Ongoing without CEF	Ongoing without CEF
Spain	Jul 2026	Completed with CEF	Ongoing without CEF
Bulgaria	Jun 2026	Ongoing without CEF	Ongoing without CEF
Romania	Jun 2026	Ongoing without CEF	Ongoing with CEF
Slovak Republic	Jun 2026	Ongoing without CEF	Ongoing without CEF
Croatia	Apr 2026	Ongoing without CEF	Ongoing without CEF
Poland**	Mar 2026	Ongoing without CEF	Ongoing without CEF
Luxembourg	*	Ongoing without CEF	Ongoing without CEF
Portugal	*	Ongoing without CEF	Ongoing without CEF
Switzerland	*	Ongoing without CEF	Completed without CEF

Figure 30 - On going implementations beyond CP1 deadlines in Family 5.4.1

For the Volcanic Ash Mass Concentration service, the Quantitative Volcanic Ash (QVA) data is already provided by VAAC London and VAAC Toulouse, however the operational use of data is lacking consistent European-level alignment, as the EUR/NAT ICAO Doc 019 Volcanic Ash Contingency Plan (VACP) is still based on legacy charts, to be replaced by QVA. An EUR/NAT ICAO initiative to update the VACP is currently ongoing, with the VACP Amendment Project Team tasked with adding guidance on operational use of the service for stakeholders.

[7] AMIS = Aerodrome Meteorological Information Service, EAIS = En-route and Approach Meteorological Information Service, NMIS = Network Meteorological Information Service, VAIS = Volcanic Ash Mass Concentration Service

The European-level guidance for the operational use of QVA data for all stakeholders (including MET ANSPs and ATS ANSPs) is currently under elaboration by the ICAO EUR/NAT Volcanic Ash Contingency Plan Amendment Project Team (VAPT). It is expected that this document (EUR Doc 019/NAT Doc 006 'Volcanic Ash Contingency Plan' (VACP)) will be available in early 2027. This document will further support the coordinated implementation of the use of QVA in operations by all applicable stakeholders.

A supporting document (QVA Implementation Timeline) has also been developed in collaboration with SDM, NM, IATA, ICAO, Metéo France, and the UK MET Office. This document (link) outlines the key activities, dependencies, and timeline to support the expeditious implementation of QVA and development of QVA operational user guidance. The activities highlighted primarily revolve around the update of the VACP, but also adjacent elements such as familiarisation with the new data, coordinating the switchover from VA Mass Concentration Charts to QVA, and the Safety Risk Assessment (SRA) considerations that need to be made by regulators to reflect the new datasets.

For the Aerodrome and En-Route and Approach Meteorological Information Services, delays stem primarily from the transition to IWXXM-compliant MET products and the upgrade of Flight Data Processing (FDP) systems needed to use the services and data. Some MET Providers have also delayed implementation, instead awaiting more detailed technical input from MET3SG concerning API harmonisation. This has since been addressed by the MET3SG in close collaboration with SDM, over the course of 2025 via the System Architecture Task Team.

For the Network Meteorological information service, no significant delays are envisaged. The provision of the CBCF (Cross-Border Convection Forecast) service is already accomplished by DWD on behalf of all involved MET Providers. As a mitigation action to facilitate the consumption of this service, all mandated ANSPs can also access the production system (EuFoCS) where the current versions of the CBCF-forecasts are being displayed to be used in operations.

Regarding Family 5.5.1 - *Cooperative Network Information Exchange* considering, 7 countries and the Network Manager have reported the implementation completed, whereas 7 countries reported the implementation still ongoing (Austria; Czech Republic; Ireland; Italy; Netherlands; Sweden; Switzerland). Delays are mainly linked to the ATFCM Tactical Updates Service (Airport Capacity and Enroute), Measures Service (Traffic Regulation), MCDM Service (STAM measures and Slots) and Flight Management Service (FMS). With regards to FMS, SDM and EUROCONTROL in collaboration with ACI, have launched a campaign to closely monitor and sequence the validation activities of the stakeholders to achieve the technical capability to provide DPIs, P-DPIs, APIs and to consume FUM messages via B2B. By the time of the release of the present Report, Austria has completed the implementation of this Family.

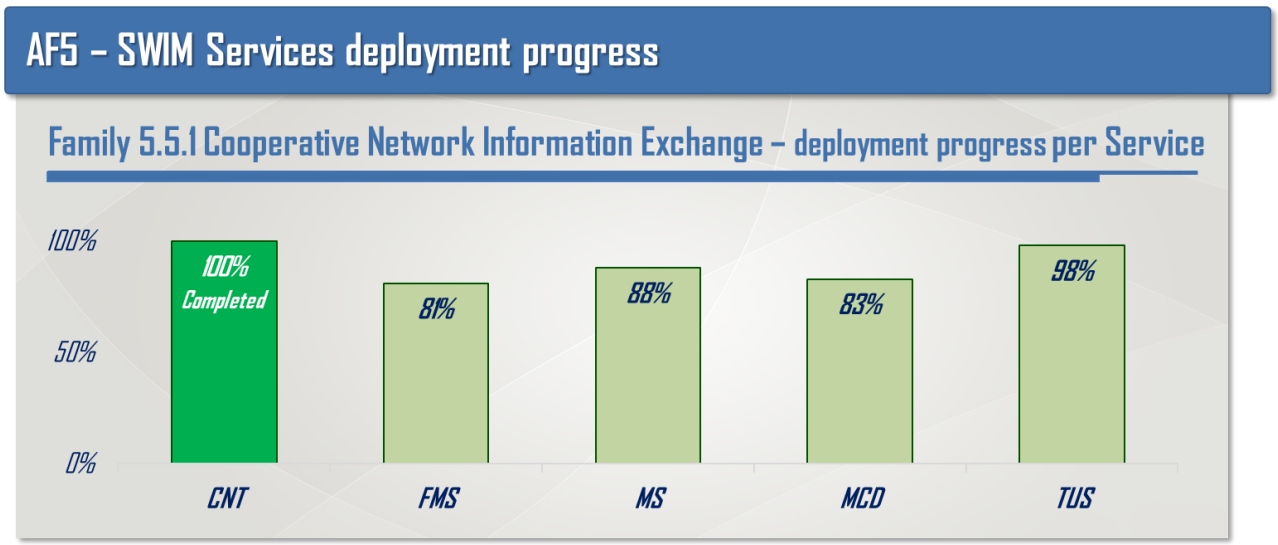


Figure 31 - Family 5.5.1 deployment progress per SWIM service[8]

[8] CNT= Counts Service (ATFCM Congestion Points), FMS = Flight Management Service, MS = Measures Service (Traffic Regulation), MCD = MCDM Service (STAM measures and Slots), TUS = ATFCM Tactical Updates Service (Airport Capacity and Enroute)

Family 5.5.1 has been reported not applicable for 16 countries (Croatia, Cyprus, Estonia, Finland, Greece, Hungary, Latvia, Lithuania, Luxembourg, Malta, Norway, Poland, Portugal, Romania, Slovak Republic and Slovenia) since:

- the set of information included in ATFCM Tactical Updates Service, Measures Service, Short Term ATFCM Measures services, counts service is already exchanged via B2C through existing official tools provided by the NM.
- the implementation of Flight Management Service is only required for Countries with at least one of the airports listed in CP1 paragraph 1.2 in their territory which are mandated to provide and consume flight data via NM B2B service.

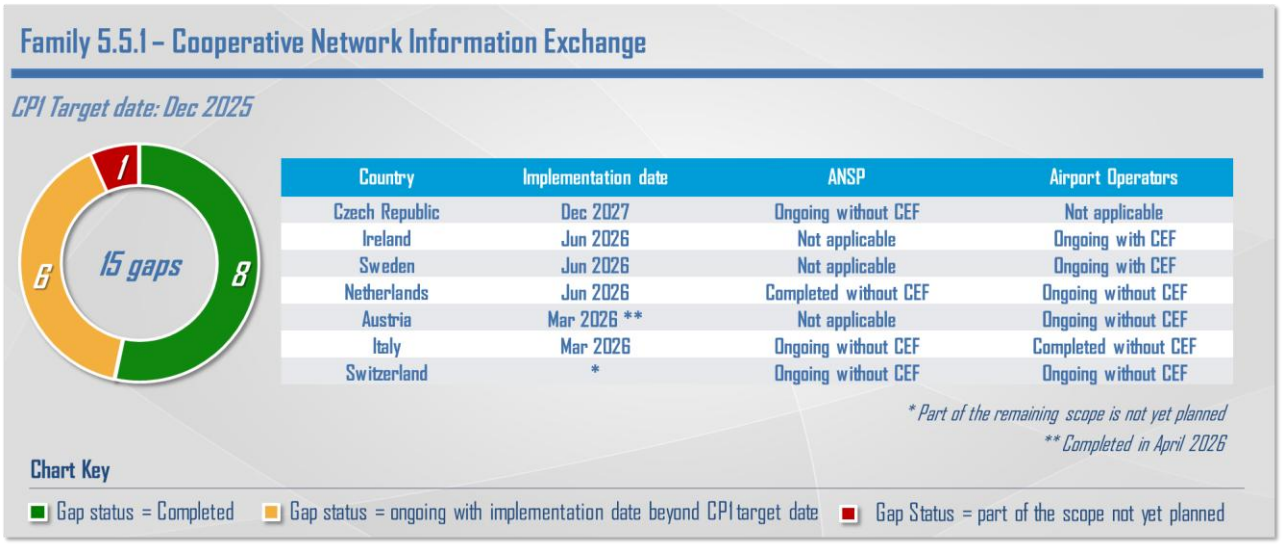


Figure 32 - On going implementations beyond CP1 deadlines in Family 5.5.1

With regards to Family 5.6.1 - Flight Information Exchange, the implementation has been completed only by Romania and NM; for all the remaining countries and MUAC the implementation is still ongoing.

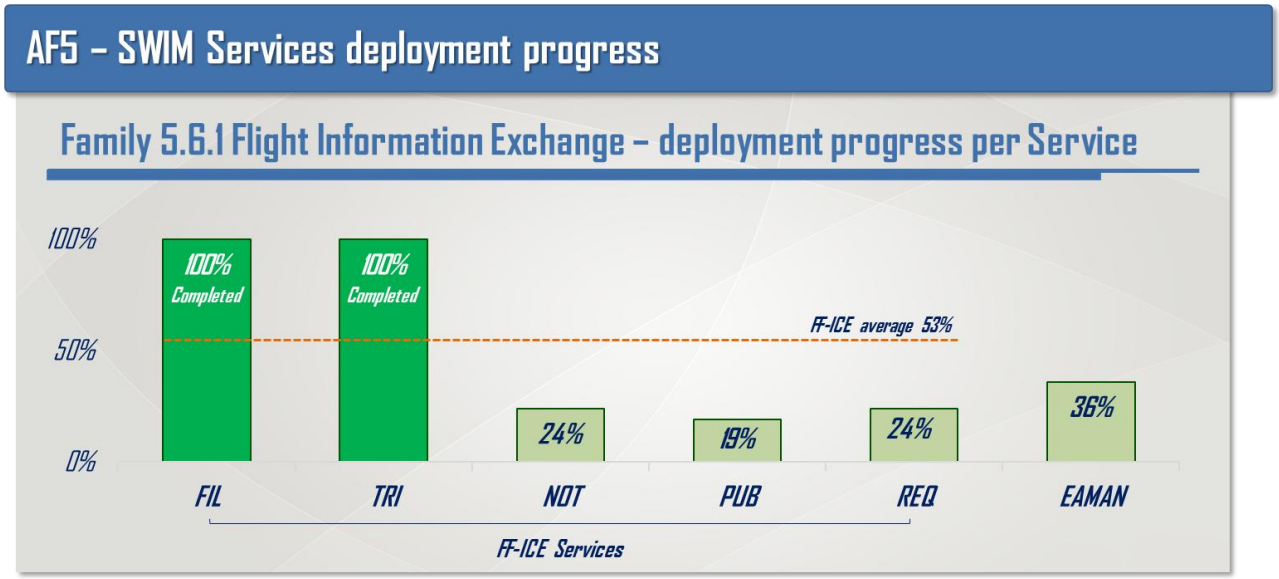


Figure 33 - Family 5.6.1 deployment status per SWIM service[9]

Specifically for FF-ICE Services, Romania has completed the full set of FF-ICE services in December 2025, whereas Spain has completed the FF-ICE Notification service by December 2025. Czech Republic completed the implementation of the three services in April 2026. 9 additional countries have plans to achieve partial implementation either at a validation level or at an operational level in 2026. All the remaining countries and MUAC have reported delays within 2027-2035, which depend on the necessary upgrade of the Flight

[9] FIL = Filing Service, TRI = Trial Service, NOT = Notification Service, PUB = Data Publication Service, REQ = Data Request Service, EMAN = Extended Arrival Sequence Service.

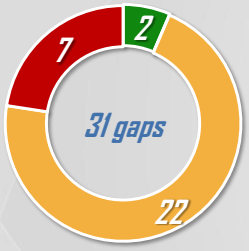
Data Processing (FDP) systems to process FF-ICE data. Several ANSPs are still undertaking these upgrades as part of wider ATM system modernisation programmes, resulting in major delays. As a result, the network benefits brought by FF-ICE implementation will be progressive over the years instead of being fully realised by the mandated date.

The FF-ICE implementation support initiative, jointly managed by SDM and the Network Manager, is continuing its support towards the different communities of Implementing Stakeholders. SDM has organized several workshops with AUs to inform them about the mandated implementation and with ANSPs to share first lessons learned and approach towards implementing FF-ICE/R1 for ATM Systems. Furthermore, the third edition of the FF-ICE Implementation Roadmap has been developed based on Stakeholders planning reporting information. The delays are confirmed (with an average of 4.3 years of delay compared to the mandated date – 31st December 2025, and the last countries planning the end of implementation by 2035). The roadmap also incorporates a range of SDM foreseen support actions.

Furthermore, regarding the Extended Arrival Sequence Service, EUROCAE has recently published an update of the standard as ED-254A, which addresses ambiguities identified during early implementations, and aims to reduce variability and to enhance interoperability across stakeholder systems. However, the ongoing upgrades of local Flight Data Processing (FDP) and Arrival Management (AMAN) systems required to support Extended Arrival Sequence message exchange and trajectory data, are negatively affecting the foreseen implementation dates, mainly in the timeframe 2026-2028. The SDM AF1 Coordination Platform, already referred to in AF1, serves a mitigation action to support and accelerate its implementation to achieve full interoperability. From 2026, SDM will offer a targeted implementation support in the form of an enhanced monitoring mechanism aimed at improving planning and execution visibility of the Extended AMAN SWIM service implementations, both for implementers transitioning from the legacy technology (migrations) and those implementing SWIM from scratch (greenfield).

Family 5.6.1 – Flight Information Exchange

CP1 Target date: Dec 2025



Country	Implementation date	ANSP
Czech Republic	Dec 2032	Ongoing with CEF
Lithuania	Dec 2032	Ongoing without CEF
Cyprus	Dec 2030	Planned
Estonia	May 2030	Planned
Finland	May 2030	Planned
Portugal	Mar 2030	Ongoing without CEF
Slovak Republic	Mar 2030	Ongoing without CEF
Denmark	Dec 2029	Ongoing with CEF
France	Dec 2029	Ongoing with CEF
Ireland	Dec 2029	Ongoing with CEF
Greece	Dec 2029	Planned
Latvia	Dec 2029	Ongoing without CEF
Spain	Dec 2029	Ongoing without CEF
Luxembourg	Dec 2029	Planned
Belgium	Dec 2028	Planned
Hungary	Dec 2028	Ongoing without CEF
Italy	Dec 2028	Ongoing without CEF
Austria	Sep 2028	Ongoing with CEF
Bulgaria	May 2028	Ongoing without CEF
Croatia	Feb 2028	Ongoing without CEF
Maastricht UAC	Dec 2027	Ongoing with CEF
Slovenia	Mar 2026	Ongoing without CEF

Country	Implementation date	ANSP
Malta	*	Planned
Netherlands	*	Planned
Norway	*	Planned
Germany	*	Ongoing with CEF
Poland	*	Ongoing with CEF
Sweden	*	Ongoing without CEF
Switzerland	*	Ongoing without CEF

Chart Key

** Part of the remaining scope is not yet planned*

Gap status = Completed | Gap status = ongoing with implementation date beyond CP1 target date | Gap Status = part of the scope not yet planned

Figure 34 - On going implementations beyond CP1 deadlines in Family 5.6.1

The FF-ICE/R1 data has been gathered through a specific Questionnaire and then mirrored in LSSIP+ data base, to ensure full consistency. Thanks to the granularity of the data gathering, the detailed Stakeholders' contributions allowed to build the overall roadmap towards full deployment of the FF-ICE/R1 throughout the mandated countries, as well as roadmaps per FF-ICE/R1 Service, per impacted systems (ACCs, Towers, ARO) and individual roadmaps per Stakeholder.

According to the Roadmap, full implementation of FF-ICE/R1 across the mandated countries is expected by 2035.
SDM and NM continue supporting the operational Stakeholders, facilitating the engagement of the ATM systems' manufacturers to frame the technical solutions.
Figure 35 shows the dates reported by the mandated Stakeholders for the FF-ICE/R1 Roadmap; the report was consulted with the operational Stakeholders, and the final version has been released on the 14th April 2026.

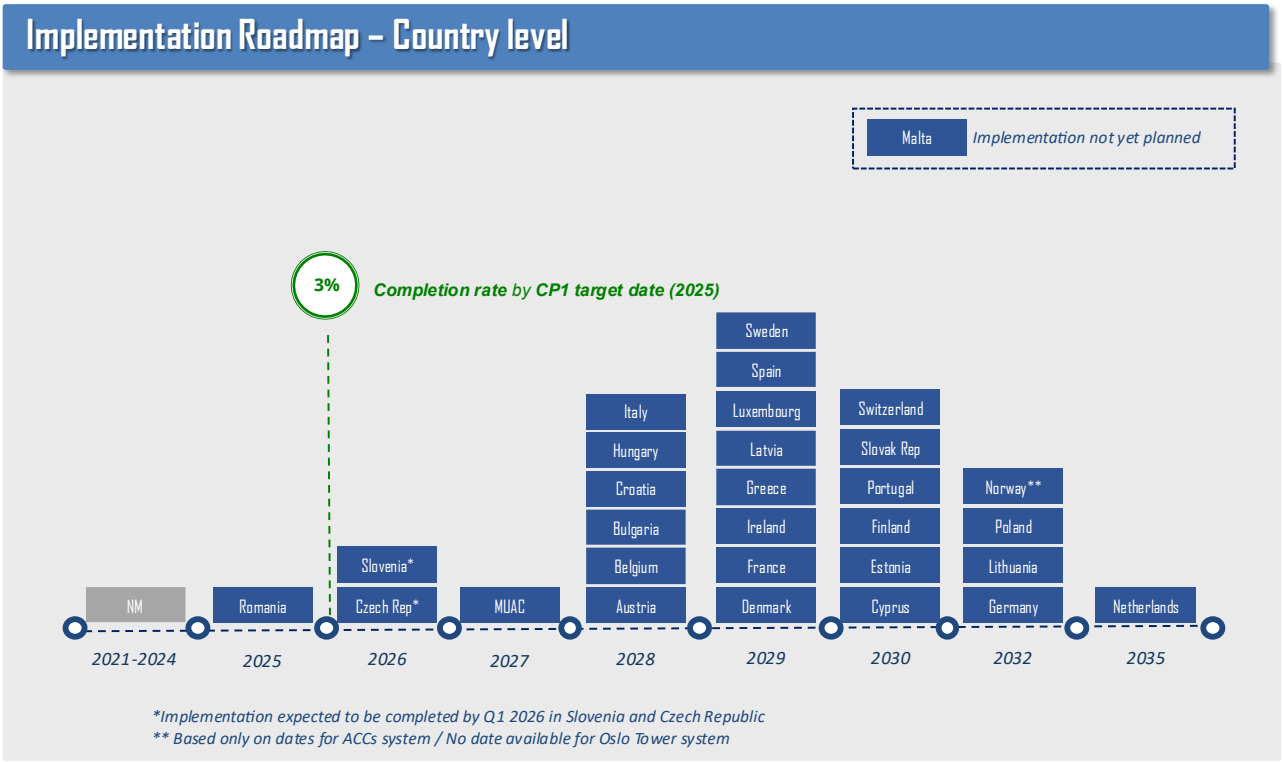


Figure 35 - FF-ICE implementation roadmap

AF6 - Initial Trajectory Information Sharing

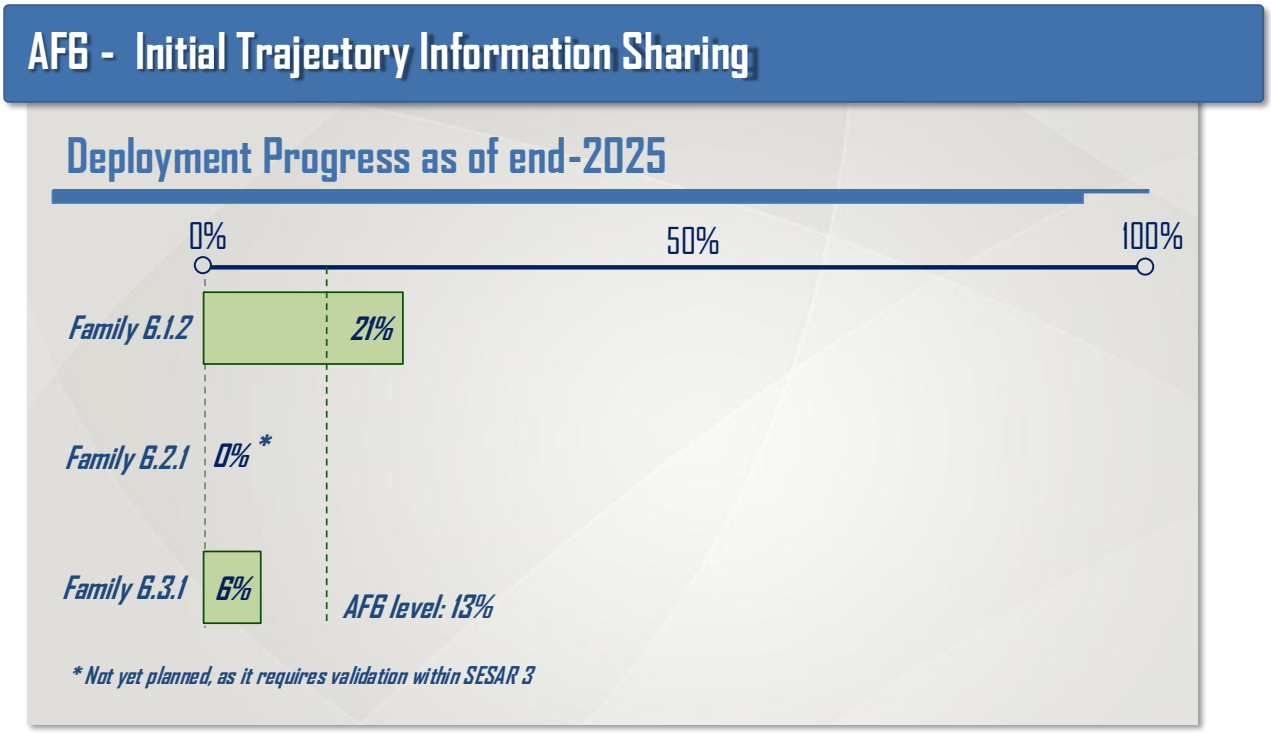


Figure 36 - AF6: deployment progress per Family

AF6 has reached 13% of deployment progress and 6% of AF6 scope is in operation.

The expected delays affecting AF6 – Initial Trajectory Information Sharing implementation, are mainly caused by the complexity of the ATM system upgrade or renewal to allow the processing of the downlinked Extended Projected Profile (EPP) data by the ATC systems on the ground.

Besides, a knock-on effect derived from the delayed implementation of Family 6.3.1 is envisaged. The related data provision by the Logon and ADS-C Common Service (LACS) is expected to become operational by end-2028 and will enable the local data processing in the frame of Family 6.1.2 - *Initial Air-Ground Trajectory Information Sharing (Ground Domain),* becoming a delay factor.

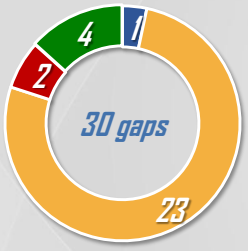
To ensure AF6 deployment continuity, the community split procurement into two phases: the LACS Product procurement is progressing well towards the Initial Operational Capability for ADS-C Common Service in 2027, while DSP procurement preparation is ongoing following stakeholder alignment, with a new Call for Tenders planned for late Q2 2026.

Specifically, for Family 6.1.2 – *Initial Air-Ground Trajectory Information Sharing (Ground Domain)*, while MUAC has already completed the implementation, entailing also the completion for Belgium, Netherlands and Luxemburg (4 gaps closed), Romania is planning to implement within the CP1 target date (31st December 2027).

23 countries (Austria, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, Germany, Greece, Hungary, Italy, Latvia, Lithuania, Malta, Norway, Poland, Portugal, Slovak Republic, Slovenia, Spain, Sweden, Switzerland) are planned to be implemented beyond the CP1 regulatory date. For 2 countries (France and Ireland) no foreseen completion date can be shown as parts of the implementation are not yet planned.

Family 6.1.2 - Initial Air-Ground Trajectory Information Sharing (Ground domain)

CPI Target date: Dec 2027



Country	Implementation date	ANSP
Czech Republic	Dec 2032	Planned
Lithuania	Dec 2032	Ongoing without CEF
Norway	Dec 2032	Ongoing without CEF
Cyprus	Dec 2030	Planned
Italy	Dec 2030	Ongoing without CEF
Malta	Dec 2030	Planned
Portugal	Dec 2030	Planned
Estonia	May 2030	Ongoing without CEF
Finland	May 2030	Ongoing without CEF
Slovak Republic	Mar 2030	Ongoing without CEF
Latvia	Dec 2029	Ongoing without CEF
Denmark	Dec 2029	Planned
Germany	Jun 2029	Ongoing without CEF
Sweden	Jan 2029	Ongoing without CEF
Greece	Dec 2028	Ongoing without CEF
Hungary	Dec 2028	Ongoing without CEF

Country	Implementation date	ANSP
Poland	Dec 2028	Ongoing with CEF
Slovenia	Dec 2028	Planned
Spain	Dec 2028	Ongoing without CEF
Switzerland	Dec 2028	Planned
Austria	Sep 2028	Ongoing without CEF
Bulgaria	Jun 2028	Ongoing without CEF
Croatia	Mar 2028	Ongoing without CEF
France	*	Ongoing with CEF
Ireland	*	Ongoing without CEF

** Part of the remaining scope is not yet planned*

Chart Key

Gap status = Completed | Gap status = ongoing or planned with implementation date within CP1 target date | Gap status = ongoing or planned with implementation date beyond CP1 target date | Gap Status = part of the scope not yet planned

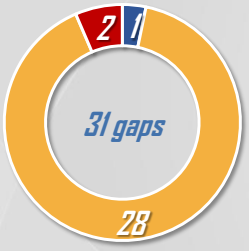
Figure 37 - On going implementations beyond CP1 deadlines in in Family 6.1.2

With regards to Family 6.2.1 – *Network Manager Trajectory Information Enhancement*, the implementation by the Network Manager is not yet planned as this functionality still requires validation within SESAR 3. Its validation has started in the context of SESAR Solution 0567 – "Trajectory Synchronisation in Execution using ADS-C EPP" and is expected to reach TRL 6 by mid-2026 within the SESAR 3 Network TBO project.

For Family 6.3.1 – *Initial Trajectory Information Sharing ground distribution*, the dependency with LACS expected availability by end-2028 is widely impacting this implementation. In fact,27 countries(Austria; Belgium; Bulgaria; Croatia; Cyprus; Czech Republic; Denmark; Estonia; Finland; Germany; Greece; Hungary; Ireland; Italy; Latvia; Lithuania; Luxembourg; Malta; Netherlands; Norway; Poland; Portugal; Slovak Republic; Slovenia; Spain; Sweden; Switzerland) plus MUAC plan to complete the implementation beyond the CP1 regulatory date whereas for France and Network Manager no implementation date can be shown as part of the implementation is not yet planned. Only Romania is planning to implement within the CP1 target date (31st December 2027).

Family 6.3.1 - Initial Trajectory Information Sharing ground distribution

CPI Target date: Dec 2027



Country	Implementation date	ANSP
Czech Republic	Dec 2032	Ongoing without CEF
Lithuania	Dec 2032	Ongoing without CEF
Norway	Jun 2032	Planned
Italy	Dec 2030	Ongoing without CEF
Malta	Dec 2030	Ongoing with CEF
Estonia	May 2030	Ongoing with CEF
Finland	May 2030	Planned
Portugal	Mar 2030	Planned
Slovak Republic	Mar 2030	Ongoing with CEF
Denmark	Dec 2029	Planned
Ireland	Dec 2029	Planned
Latvia	Dec 2029	Planned
Germany	Jun 2029	Ongoing without CEF
Austria	Mar 2029	Ongoing without CEF
Belgium	Dec 2028	Ongoing without CEF
Bulgaria	Dec 2028	Ongoing without CEF

Country	Implementation date	ANSP
Cyprus	Dec 2028	Planned
Greece	Dec 2028	Ongoing without CEF
Hungary	Dec 2028	Ongoing without CEF
Luxembourg	Dec 2028	Ongoing without CEF
Maastricht UAC	Dec 2028	Ongoing without CEF
Netherlands	Dec 2028	Ongoing without CEF
Poland	Dec 2028	Ongoing with CEF
Slovenia	Dec 2028	Planned
Spain	Dec 2028	Ongoing with CEF
Sweden	Dec 2028	Ongoing without CEF
Switzerland	Dec 2028	Planned
Croatia	Mar 2028	Ongoing without CEF
France	*	Ongoing with CEF
Network Manager	*	Ongoing without CEF

** Part of the remaining scope is not yet planned*

Chart Key

Gap status = Completed | Gap status = ongoing with implementation date beyond CP1 target date | Gap Status = part of the scope not yet planned

Figure 38 - On going implementations beyond CP1 deadlines in Family 6.3.1

To accelerate AF6 deployment and support the transition to Trajectory-Based Operations (TBO), SDM has launched the Trajectory Information Sharing and Coordination Support Initiative. This initiative serves as a key tool to promote, synchronize, and accelerate AF6 implementation, providing support and guidance to the operational Stakeholders regardless of whether they apply for CEF funding or not. Hereby, the AF6+ Coordination Platform is the primary mechanism for engagement between SDM and implementing Stakeholders.

Moreover, a targeted initiative (CLEAN ATM 3), aimed at kickstarting the deployment of AF6, is in execution phase in the frame of CEF2 Call 2024. Coordinated by SDM, CLEAN ATM 3 regroups both airlines and Air Navigation Service Providers (ANSPs) and pushes forward the Europe-wide adoption of the Automatic Dependent Surveillance Extended Projected Profile (ADS-C EPP), making the on-board trajectory information of the aircraft available to ANSPs and the Network Manager (NM). CLEAN ATM 3 brings together 36 operational stakeholders from 21 EU Member States and establishes a multi-stakeholder project that supports AF6 deployment in a synchronised manner, by addressing all its domains (i.e. avionics upgrade, ANSPs system upgrades, and trajectory information ground distribution).

2. Detailed views per SDP Family and per SWIM services

Complementing the overall picture of the deployment at global level, the specific structure of the Monitoring Exercise (and especially its engagement of all operational Stakeholders impacted by Regulation (EU) n. 2021/116) also allows to outline detailed views at local level, providing an accurate representation of the implementation progresses within each country or airport included within the CP1 geographical scope. To this end, the Family-based charts included within the present Section aim at reporting on the overall status of implementation of technological and operational elements associated to each Family at local level, whilst also identifying the expected implementation date of such Family within the relevant country or airport.

This detailed outlook supports the identification of the main implementation areas to be tackled by future investments and helps avoiding any gap or critical delay in the Programme's implementation. Furthermore, the information gathered from each organisation engaged in the exercise results into dedicated *views per Stakeholder*, which outline how ANSPs, Airport Operators, MET Service Providers, AISPs, Military and Network Manager are involved in tackling the existing implementation gaps.

Family Views of AF5 Service Families are complemented with specific SWIM-Service Views, aiming at detailing the implementation status of Providers and Consumers of each SWIM-Service, and the overall implementation status at service level for each country.

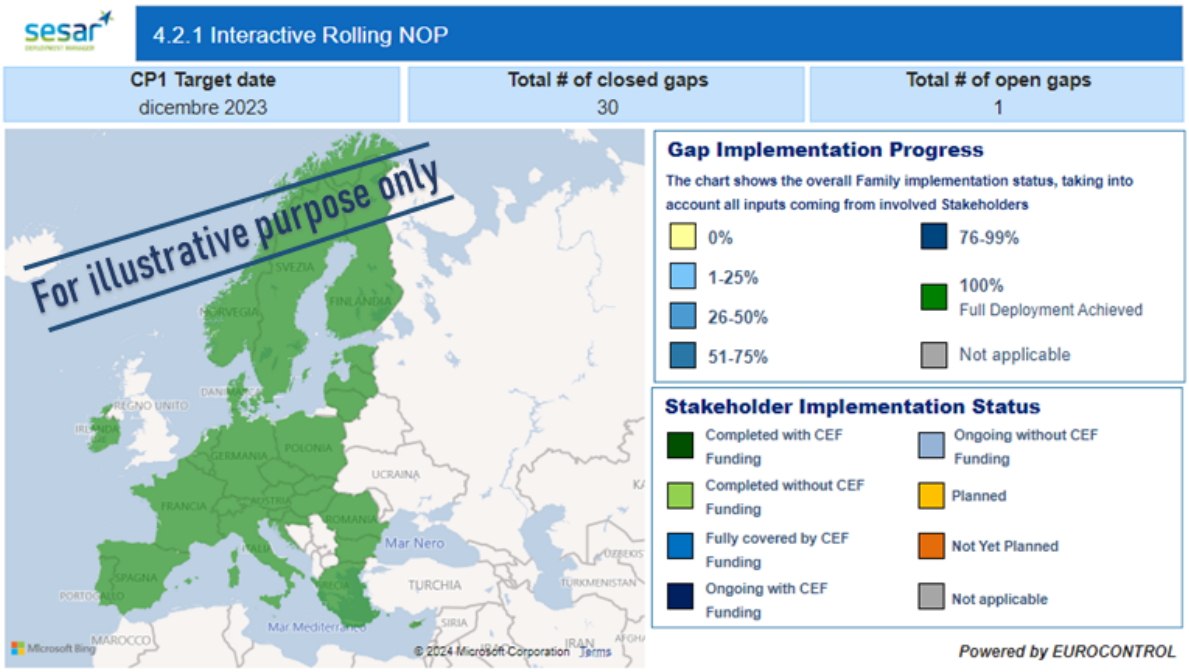
The overall picture of the "geography-based" ground gaps is complemented by the overview on the Airspace Users gaps, defined instead on a fleet-centric approach, since AU operations typically expand beyond national and regional borders and affect the whole geographical scope defined by the Common Project One. A specific template based on targeted technical questions structured with the purpose of identifying the status of the technical requirements of each applicable SDP Family has been distributed to Airlines operating within the European Union, to build a representative view of the status of implementation.

Due to the specific requirements of Family 5.1.1 - Common SWIM PKI and cyber security, the deployment activities followed a coordinated and EU-wide approach, rather than being steered by locally based implementation initiatives. CEF IP 2017_084_AF5 "SWIM Common PKI and policies & procedures for establishing a Trust framework" was a multi-Stakeholder initiative, awarded in 2017 CEF Transport Call, aiming at deploying a common framework for both integrating local Stakeholder PKI deployments in an interoperable manner, as well as providing interoperable digital certificates to the users of SWIM services.

Structure and layout of the detailed Views

Family View

An example of the charts used to provide a representation of the results of the Monitoring Exercise is proposed hereafter for illustrative purposes.

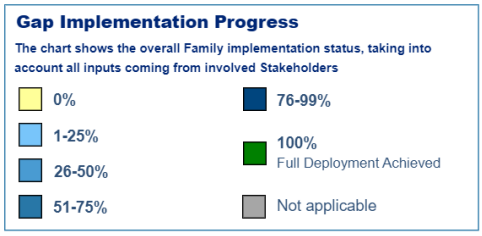


Country	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	ANSP
Austria	100	0	0	0	December 2023	
Belgium	100	0	0	0	December 2022	
Bulgaria	100	0	0	0	December 2023	
Croatia	100	0	0	0	December 2023	
Cyprus	100	0	0	0	December 2023	
Czech Republic	100	0	0	0	December 2019	
Denmark	100	0	0	0	September 2023	
Estonia	100	0	0	0	June 2023	
Finland	100	0	0	0	February 2023	
France	100	0	0	0	April 2023	
Germany	100	0	0	0	December 2023	
Greece	100	0	0	0	December 2023	
Hungary	100	0	0	0	November 2022	
Ireland	100	0	0	0	December 2023	
Italy	100	0	0	0	December 2023	
Latvia	100	0	0	0	January 2016	
Lithuania	100	0	0	0	August 2023	
Luxembourg	100	0	0	0	December 2022	
Maastricht UAC	80	0	0	0	December 2020	
Malta	100	0	0	0	September 2023	
Netherlands	100	0	0	0	October 2023	
Norway	100	0	0	0	December 2023	
Poland	100	0	0	0	September 2023	
Portugal	100	0	0	0	January 2023	
Romania	100	0	0	0	December 2023	
Slovak Republic	100	0	0	0	December 2023	
Slovenia	100	0	0	0	August 2023	
Spain	100	0	0	0	April 2023	
Sweden	100	0	0	0	December 2023	
Switzerland	100	0	0	0	December 2023	

	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	Network Manager
Network Manager	100	0	0	0	December 2022	

The structure of the chart has been developed with the specific objective of providing the reader with a wide set of data and information within a single snapshot: the following paragraphs include an overall explanation on how the information is presented.

The Europe map shows different colours for each country included within the geographical scope of Regulation (EU) n. 2021/116. For ATM Functionalities 1, 2 and 4 specifically for Families whose geographical scope is structured on an airport basis, the applicable airports are indicated.



These colours provide a quick and effective indication of the overall implementation status of the Family, as each of them represents a different percentage of completion of the Family, corresponding to the current percentage of implementation (i.e., what has been already deployed by the relevant operational Stakeholders).

Country	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date
Austria	100	0	0	0	November 2016
Belgium	100	0	0	0	December 2022
Bulgaria	100	0	0	0	December 2021
Croatia	100	0	0	0	December 2021
Cyprus	0	0	0	100	
Czech Republic	100	0	0	0	December 2022
Denmark	100	0	0	0	June 2016
Estonia	100	0	0	0	April 2020

This percentage ("Completed") is also explicitly reported in the table on the left, for each applicable country or airport. The status of implementation is then complemented by three additional percentages:

- the "*Ongoing*" percentage, which identifies the percentage of the Family that is covered by ongoing activities (both within and beyond the SDM coordination[10]).
- the "*Planned*" percentage, which identifies the percentage of Family which has not started yet, but there are plans to cover them by future initiatives.
- the "*Not Yet Planned*" percentage, which corresponds to the percentage of the Family for which no specific plan has been elaborated by the relevant operational Stakeholders.

In addition, thanks to the information gathered from the organisations consulted through the Monitoring Exercise, an expected implementation date is provided for each gap: this date represents the expected date of achievement of the full deployment, i.e., the date in which all operational Stakeholders operating within the EU or a certain country/airport plan to complete the implementation of the Family. The expected implementation date is coloured in red when it is set beyond the regulatory target date. When part of the scope (i.e., a deployment milestone) is not yet planned, the implementation date for the full deployment cannot be reported.

All information stemming from local deployment initiatives is summarised within the boxes included in the upper section of the chart, which report – at Family level – the following information:

- the CP1 target date.
- the total number of gaps which have already been closed by operational Stakeholders.
- the total number of gaps which remain open, thus needing additional deployment activities before the full implementation is achieved at local level.

CP1 Target date	Total # of closed gaps	Total # of open gaps
December 2023	30	1

For each country or airport or at EU-level, the right section of the table allows readers to check the status of implementation for each category of Stakeholders impacted by the Regulation and involved in the Family full deployment. According to the SESAR Deployment Programme, the following Stakeholders' categories

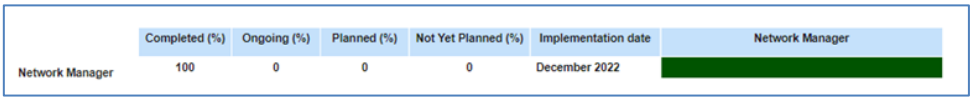
[10] For gaps addressed by initiatives under its specific coordination, SDM is also able to perform an additional cross-check and consistency assessment of the information gathered from Stakeholders vis-à-vis the actual progress of the Implementation Projects. For gaps outside SDM direct coordination, the scope of local initiatives and plans is evaluated only based on information provided by operational Stakeholders.

are requested to directly invest to fill-in the implementation gaps and are therefore potentially eligible for co-funding under the upcoming CEF Transport Calls:

- ANSPs.
- MET providers.
- AISPs.
- Airport Operators.

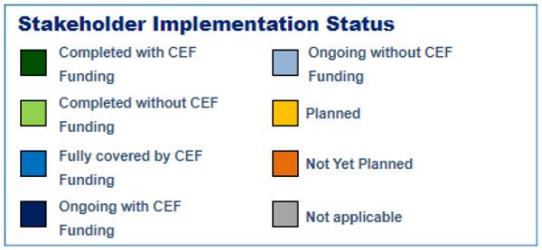
At National level (Country gaps), Civil and Military Stakeholders were asked to coordinate a single input on the deployment status for each SDP Family in LSSIP+, notably due to the high interdependency of military and civil projects in this domain. For this reason, the category Military Authority is no longer present in the document.

The Network Manager implementation status, its percentages of completion and related implementation date are presented – when applicable – in a dedicated section at the bottom of the chart.



Building and further refining the clustering used in the previous releases of the Deployment Programme, eight categories of implementation status have been identified for each involved Stakeholder.

This information is featured in the right section of the table at the bottom of the chart and is populated based on inputs provided by operational Stakeholders through the Monitoring Exercise.



The following chart key / categories are represented:

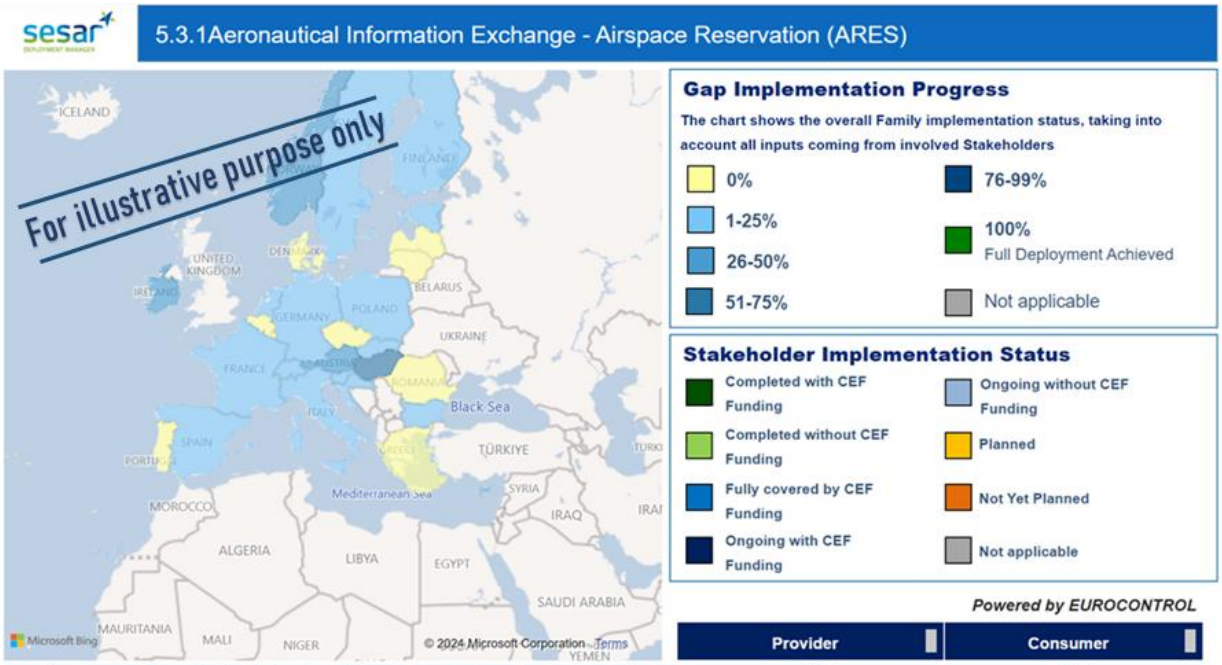
- Family's scope *Completed with CEF funding,* when all achievement conditions are respected and have been met, with the support of CEF Funding and under the direct coordination of the SESAR Deployment Manager.
- Family's scope *Completed without CEF funding*, when all achievement conditions are respected and have been met, through deployment activities performed by local Stakeholders without the coordination of SDM through CEF support.
- Family's scope *Fully covered by ongoing CEF projects*, when the current SDM-coordinated Implementation Projects are expected to lead to the full deployment of the technological and operational elements associated to the Family from the operational Stakeholder's perspective.
- Implementation *Ongoing with CEF funding:* when activities have already started with the support of CEF Funding projects (both ongoing and closed) and under the direct coordination of the SESAR Deployment Manager.
- Implementation *Ongoing without CEF funding*: when activities have already started, through deployment activities performed by local Stakeholders without the coordination of SDM through the CEF support.
- Implementation *Planned*: when activities have not started yet, but there are plans to execute them.
- Implementation *Not yet planned*: when there are no specific plans to perform the activities required, this status implies that the expected implementation date is unknown.
- *Not applicable*: in this case, considering the specific features and the local arrangements of the geographical scope of the implementation, the activities are not within the Stakeholders' responsibilities.

It is worth noting that – having regard to *Completed with CEF*, *fully covered by ongoing* projects and *Ongoing with CEF* status – the Monitoring View takes into account all Implementation Projects awarded within the framework of CEF Calls 2014, 2015, 2016, 2017, 2022, 2023 and 2024.

The scope of the local initiatives or plans (i.e., the percentage of the gap that will be addressed) is evaluated and assessed based on Stakeholders' declarations.

Service View

To provide a comprehensive view on AF5 implementation status, a dedicated chart, with similar structure as described above, is provided for each single SWIM service constituting Families 5.3.1, 5.4.1, 5.5.1 and 5.6.1. At this level, a clear distinction of the Stakeholder's role as Provider or Consumer of services is provided through specific labels above the Stakeholder's category name as shown in the example below.



Country	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	Provider	Consumer
						ANSP	ANSP
Austria	34	41	25	0	September 2028		
Belgium	0	0	100	0	December 2025		
Bulgaria	25	0	75	0	December 2025		
Croatia	5	45	50	0	March 2028		
Cyprus	3	22	75	0	December 2026		
Czech Republic	0	0	100	0	December 2025		
Denmark	0	0	100	0	December 2029		
Estonia	3	22	50	25	*		
Finland	5	20	75	0	December 2029		
France	3	22	75	0	December 2025		
Germany	25	0	75	0	December 2025		
Greece	0	0	0	100	*		
Hungary	51	24	25	0	December 2027		
Ireland	30	20	50	0	December 2028		
Italy	15	35	50	0	December 2025		
Latvia	0	0	0	100	*		
Lithuania	0	0	100	0	December 2025		
Luxembourg	0	0	100	0	December 2025		
Maastricht UAC	5	45	50	0	December 2025		
Malta	3	22	75	0	December 2025		
Netherlands	3	22	75	0	December 2025		
Norway	28	22	50	0	December 2025		
Poland	3	22	75	0	December 2025		
Portugal	0	0	100	0	December 2028		
Romania	0	0	100	0	December 2025		
Slovak Republic	11	64	25	0	December 2025		
Slovenia	5	45	50	0	December 2025		
Spain	3	22	75	0	December 2025		
Sweden	3	22	75	0	December 2028		
Switzerland	10	15	75	0	December 2025		

** The remaining scope of the Gap is Not yet Planned*

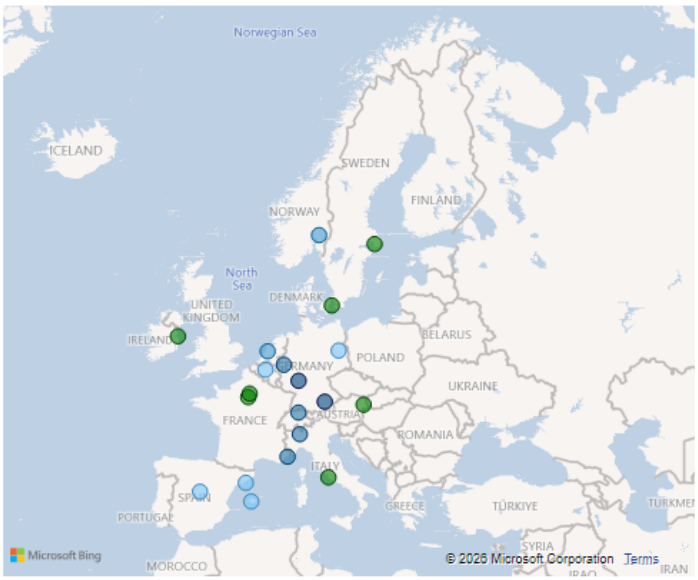
Ground Gaps – Family and Service View

AF1 – Extended AMAN and Integrated AMAN/DMAN in the high-density TMA

Family 1.1.1 – Arrival Manager extended to en-route airspace

1.1.1 Arrival Management extended to en-route airspace

CP1 Target date	Total # of closed gaps	Total # of open gaps
December 2024	7	13



Gap Implementation Progress

The chart shows the overall Family implementation status, taking into account all inputs coming from involved Stakeholders

- 0%
- 1-25%
- 26-50%
- 51-75%
- 76-99%
- 100% Full Deployment Achieved
- Not applicable

Stakeholder Implementation Status

- Completed with CEF Funding
- Completed without CEF Funding
- Fully covered by CEF Funding
- Ongoing with CEF Funding
- Ongoing without CEF Funding
- Planned
- Not Yet Planned
- Not applicable

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Airport	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	ANSP
Amsterdam Schiphol	48	5	47	0	December 2027	
Barcelona-El Prat Josep Tarradellas	6	63	31	0	December 2027	
Berlin Brandenburg	14	6	80	0	December 2026	
Brussels National	1	5	59	35	*	
Copenhagen Kastrup	100	0	0	0	November 2018	
Dublin Airport	100	0	0	0	December 2024	
Düsseldorf Airport	68	0	16	16	*	
Frankfurt am Main	86	0	14	0	March 2026 **	
Madrid-Barajas Adolfo Suárez	8	52	40	0	December 2027	
Milan Malpensa	55	6	39	0	December 2027	
Munich Franz Josef Strauss	88	0	12	0	December 2026	
Nice Côte D'Azur	63	37	0	0	December 2027	
Oslo Gardermoen	43	0	0	57	*	
Palma de Mallorca	7	39	54	0	December 2028	
Paris Charles de Gaulle	100	0	0	0	November 2024	
Paris Orly	100	0	0	0	November 2024	
Rome Fiumicino	100	0	0	0	December 2024	
Stockholm Arlanda	100	0	0	0	November 2024	
Vienna Airport	100	0	0	0	November 2022	
Zürich Kloten	73	4	23	0	December 2027	

** The remaining scope of the Gap is Not yet Planned*

***** Implementation date confirmed, hence completed***

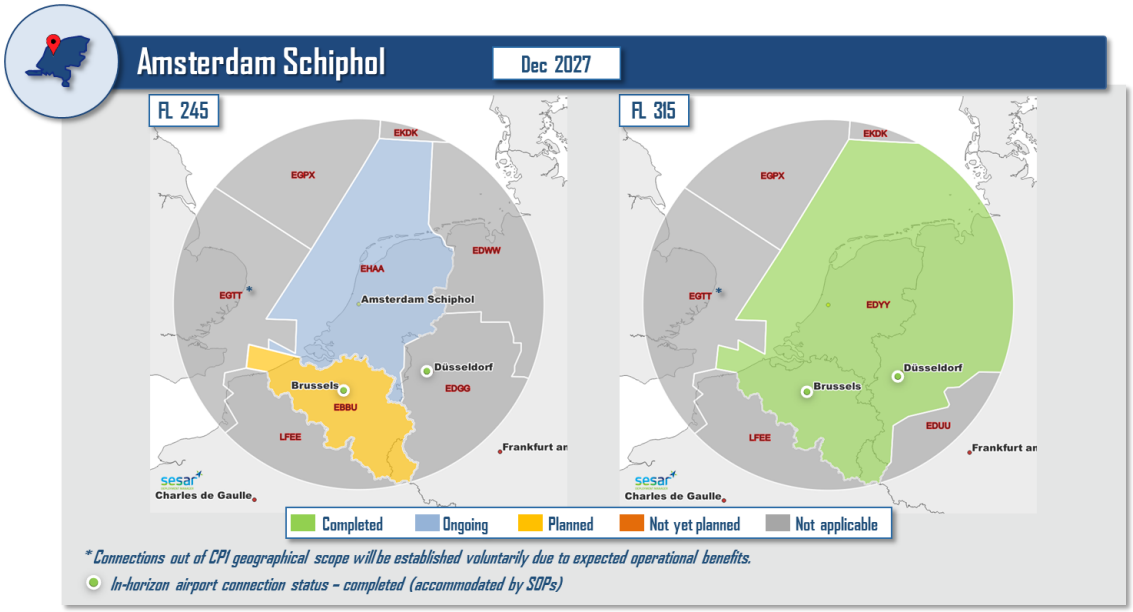
Focus on Extended AMAN implementation

The Arrival Manager extended to en-route airspace requires an extension of AMAN horizon up to a minimum of 180 nautical miles from the arrival airport. Considering these specific requirements, operational Stakeholders were requested to report the implementation status of the relevant ACCs for each applicable airport.

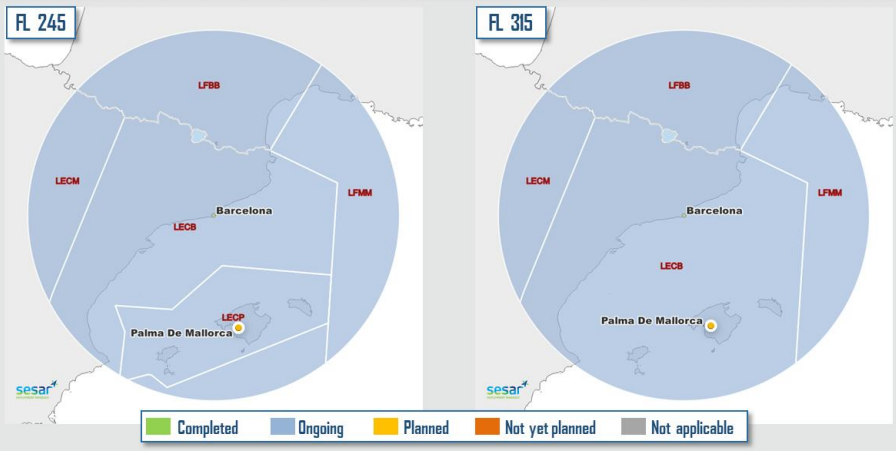
In this perspective, the following maps report on the status of implementation of Extended AMAN in the 20 deployment locations, providing information on the Area Control Centres and CP1 in-horizon airports impacted by the deployment activities (within 180 nautical miles). These tables are differentiated, where necessary, by Flight Level (FL) when the same airspaces are managed by different UACs/ACCs depending on the specific FLs.

According to the SESAR Deployment Programme, shorter horizon distance might be considered when, due to the geographical location of the arrival airport, the extension of the AMAN horizon does not provide additional performance benefits.

For 15 airports, SDM assessed a horizon distance shorter than the mandated 180 nm, based on non-applicability requests from the relevant ANSPs that demonstrated a lack of performance benefits. SDM provided recommendations in line with § 1.1.1 (a) of the CP1 Annex, which enables shorter horizons. Annex I of SDP 2025 includes a table listing the ACCs recommended to exclude extended AMAN operations and those required to implement extended AMAN connections. The maps below show as "Not applicable" the ACCs advised to exclude extended AMAN operations.

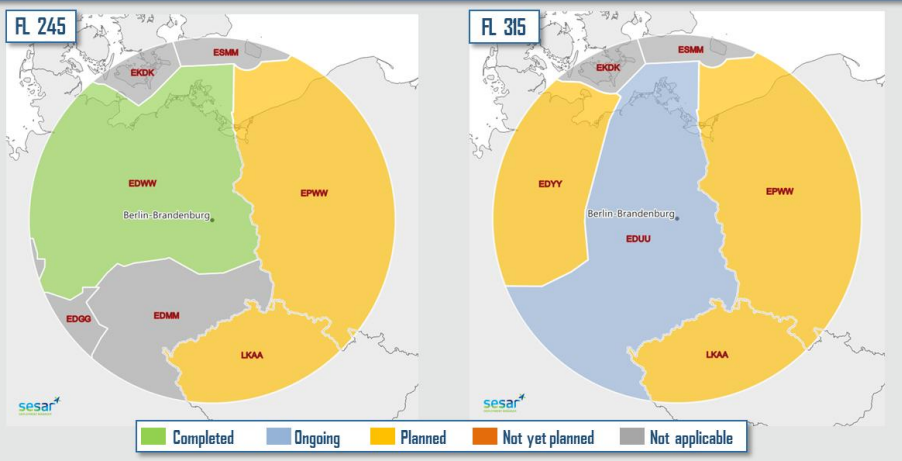


Barcelona-El Prat Airport — Dec 2027



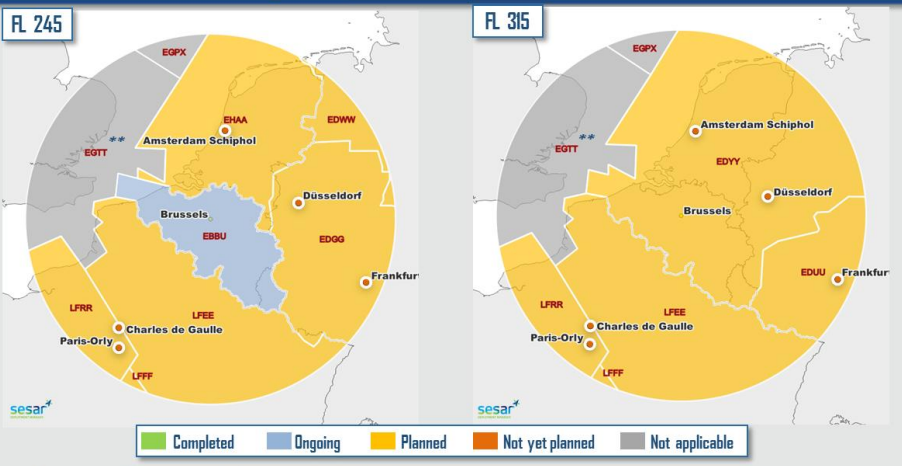
In-horizon airport connection status – Planned to use DPIs in AMAN

Berlin Brandenburg Airport — Dec 2026



** No foreseen implementation date since part of the scope is not yet planned.*

Brussels National Airport — No date*

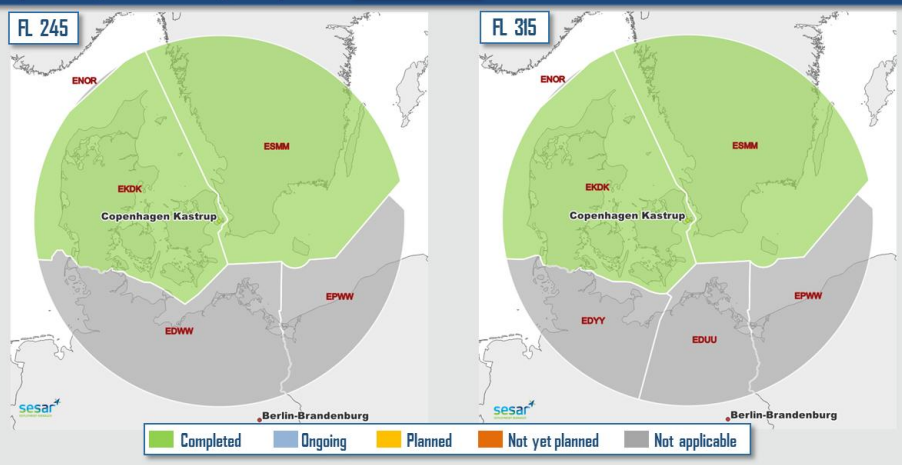


** No foreseen implementation date since part of the scope is not yet planned.*

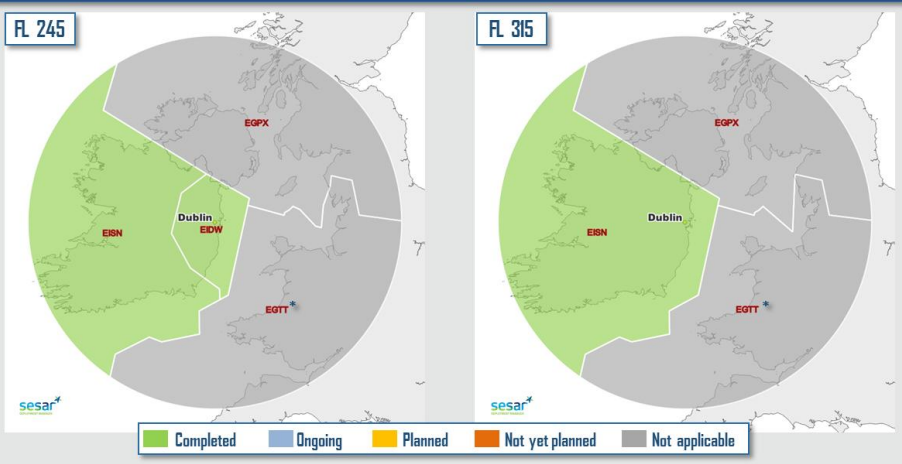
*** Connection out of CPI geographical scope will be established voluntarily based on the expected operational benefits*

In-horizon airports connection status – not yet planned

Copenhagen Kastrup Airport — Nov 2018

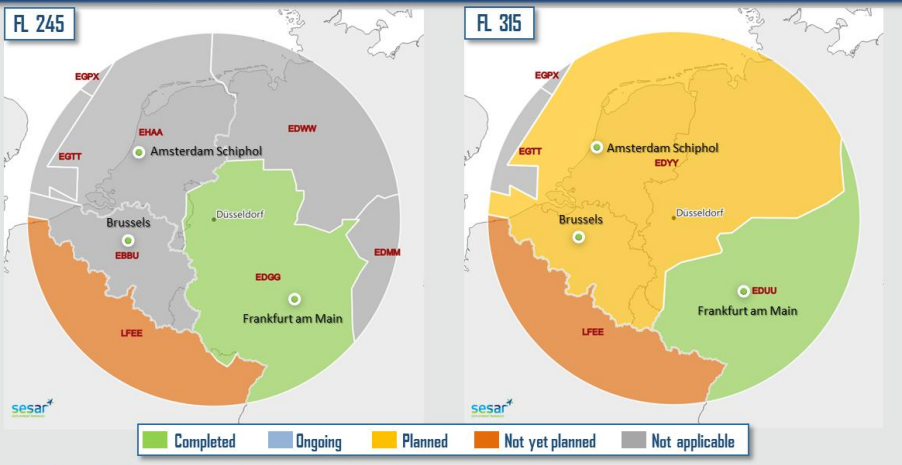


Dublin Airport — Dec 2024



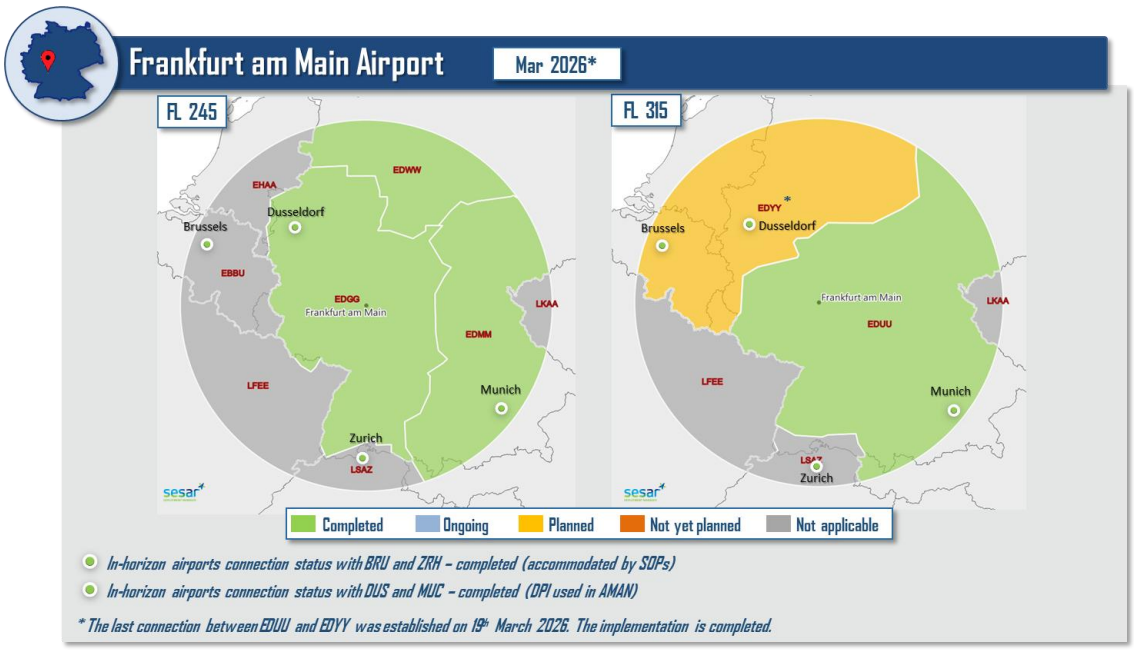
Connections out of CPI geographical scope will be established voluntarily due to expected operational benefits.

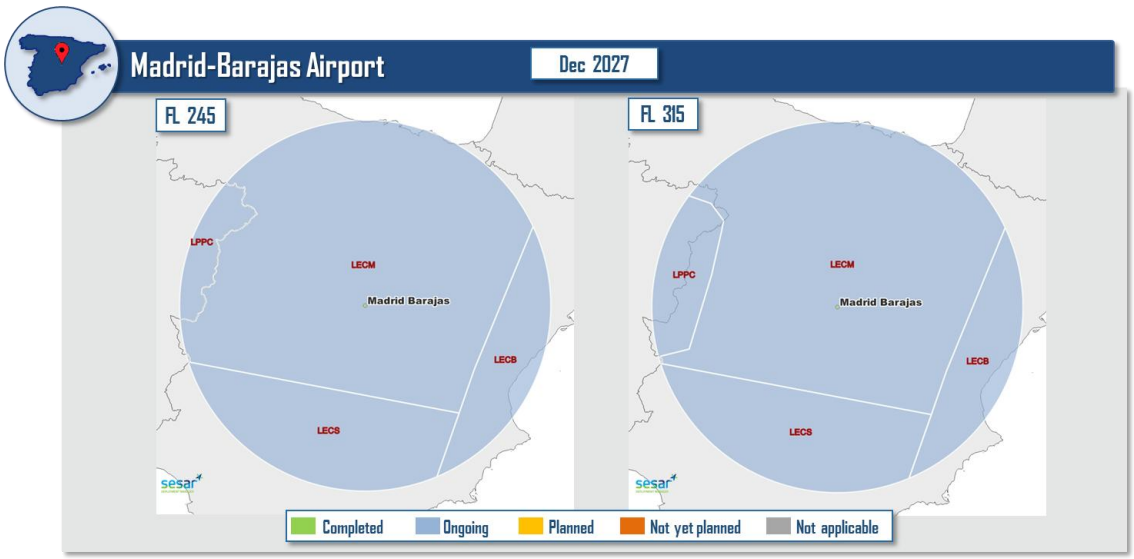
Dusseldorf Airport — No date*

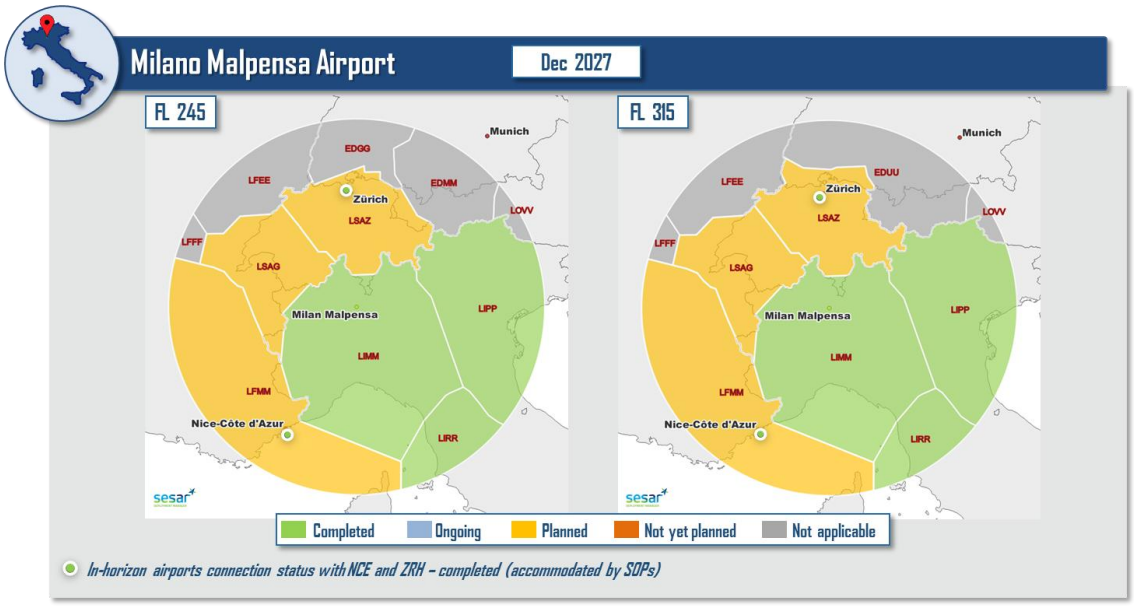


No foreseen implementation date since part of the scope is not yet planned.

- *In-horizon airport connections status with BRU and AMS – completed (accommodated by SOPs)*
- *In-horizon airport connection status with FRA – completed (DPI used in AMAN)*

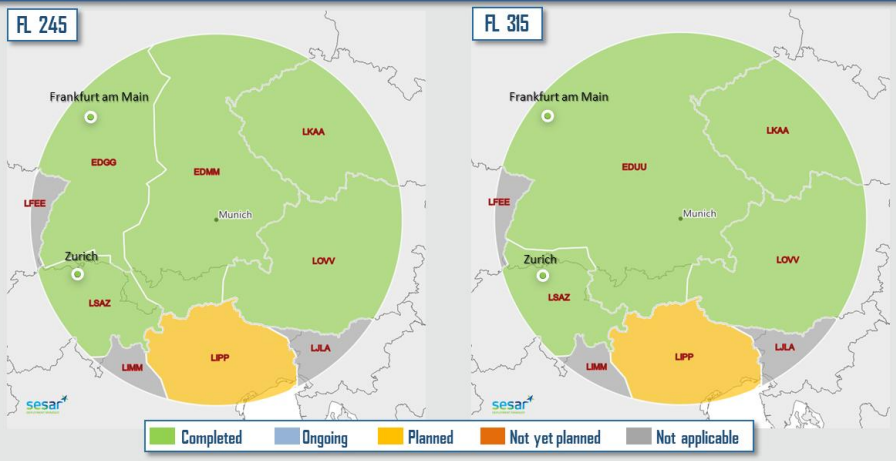

Frankfurt am Main Airport
Mar 2026*
FL 245
FL 315
EDWW
EHAA
Dusseldorf
Brussels
EBBU
EDGG
Frankfurt am Main
LKAA
EDMM
LFEE
Munich
Zurich
LSAZ
EDYY
EDUU
Completed
Ongoing
Planned
Not yet planned
Not applicable
In-horizon airports connection status with BRU and ZRH – completed (accommodated by SOPs)
In-horizon airports connection status with DUS and MUC – completed (DPI used in AMAN)
* The last connection between EDUU and EDYY was established on 19th March 2026. The implementation is completed.


Madrid-Barajas Airport
Dec 2027
FL 245
FL 315
LPPC
LECM
Madrid Barajas
LECB
LECS
Completed
Ongoing
Planned
Not yet planned
Not applicable


Milano Malpensa Airport
Dec 2027
FL 245
FL 315
Munich
EDGG
LFEE
EDMM
Zürich
LSAZ
LOVV
LFFF
LSAG
Milan Malpensa
LIPP
LIMM
LFMM
Nice-Côte d'Azur
LIRR
EDUU
Completed
Ongoing
Planned
Not yet planned
Not applicable
In-horizon airports connection status with NCE and ZRH – completed (accommodated by SOPs)

Munich Airport

Dec 2026

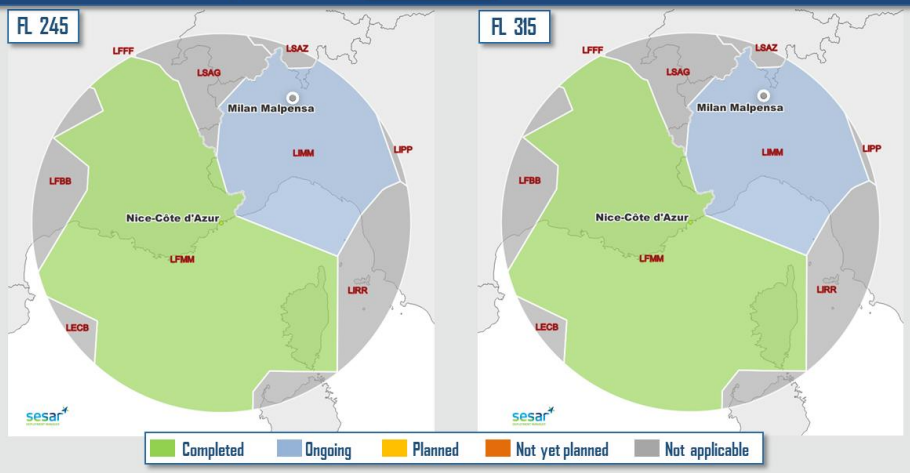


In-horizon airport connection status with FRA – completed (DPI used in AMAN)

In-horizon airport connection status with ZRH – completed (accommodated by SOPs)

Nice Côte D'Azur Airport

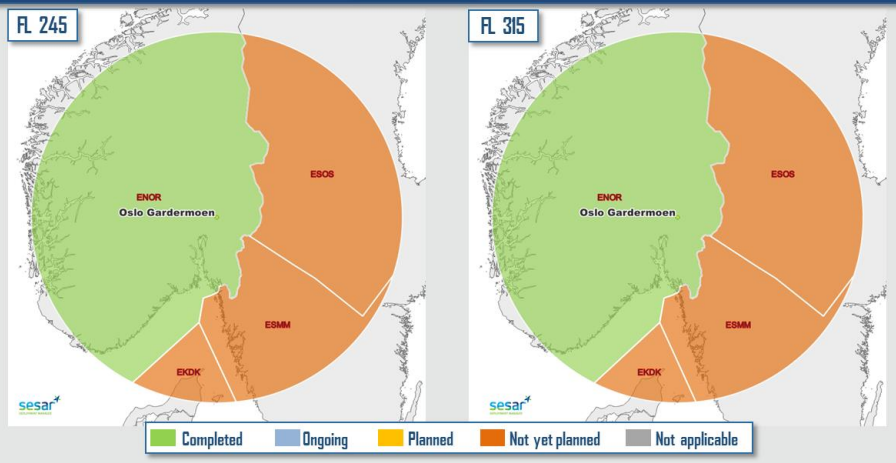
Dec 2027



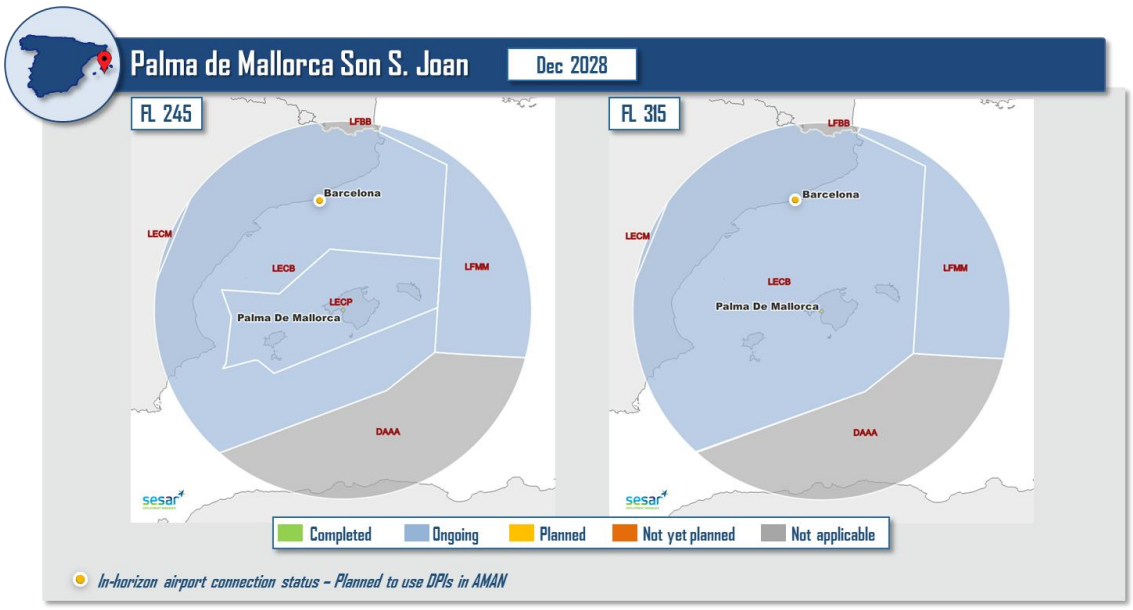
In-horizon airport connection status – not applicable

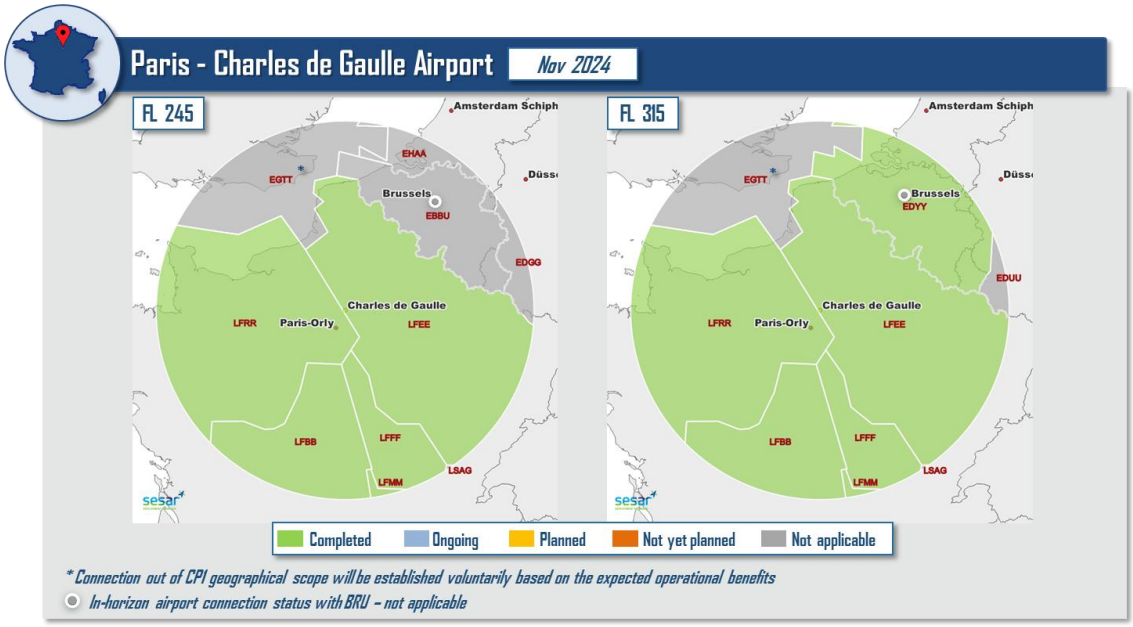
Oslo Airport

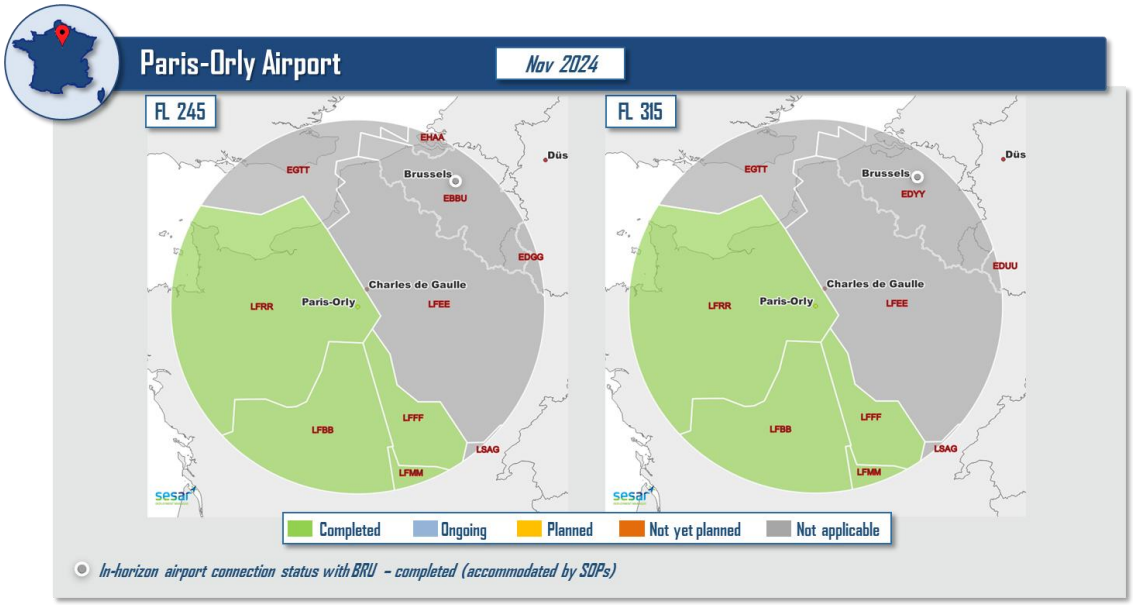
*No date

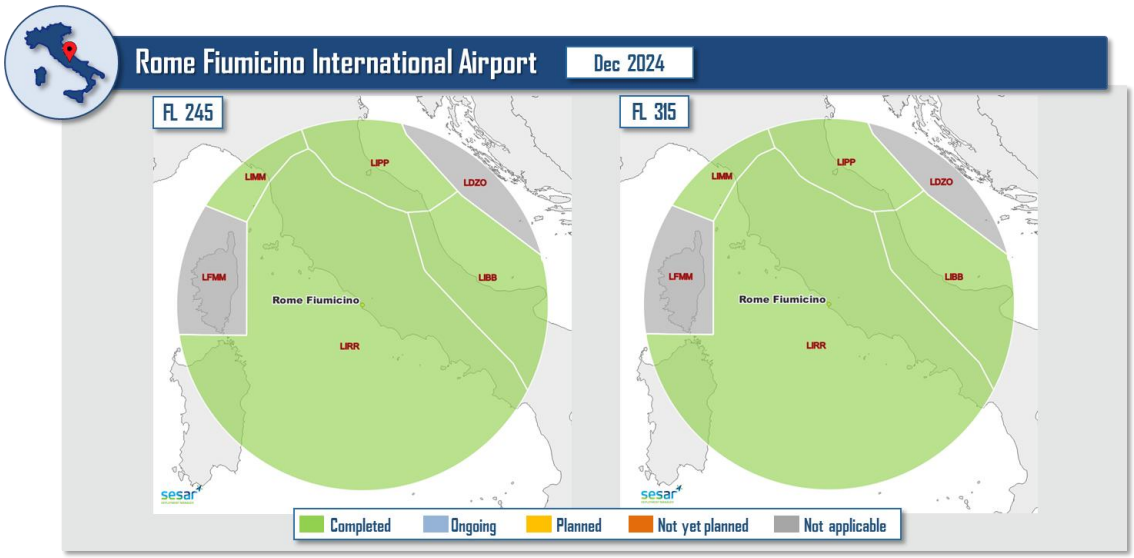


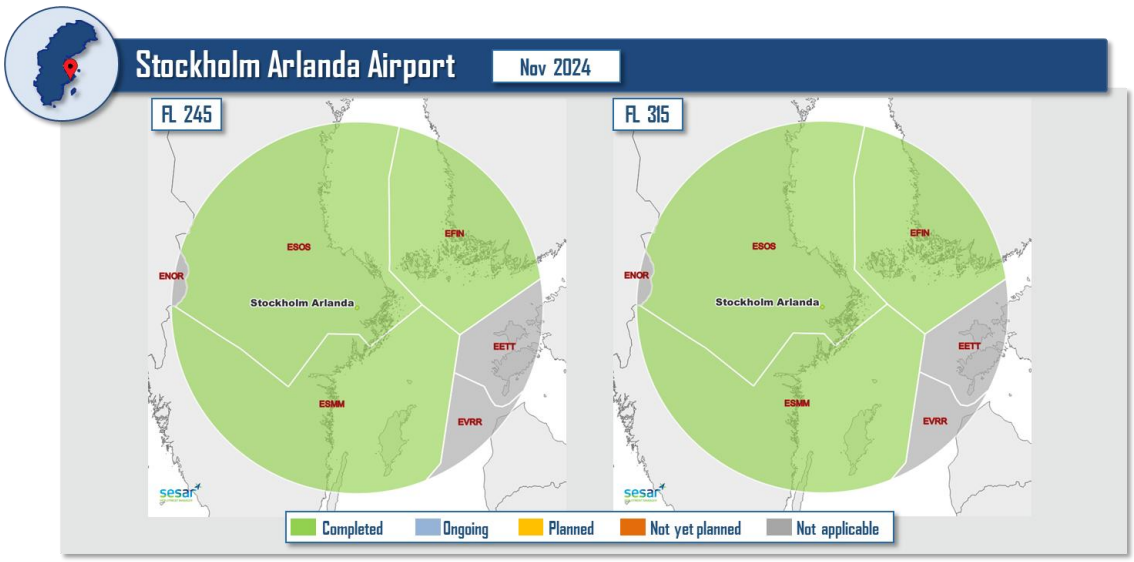
** No foreseen implementation date since part of the scope is not yet planned.*

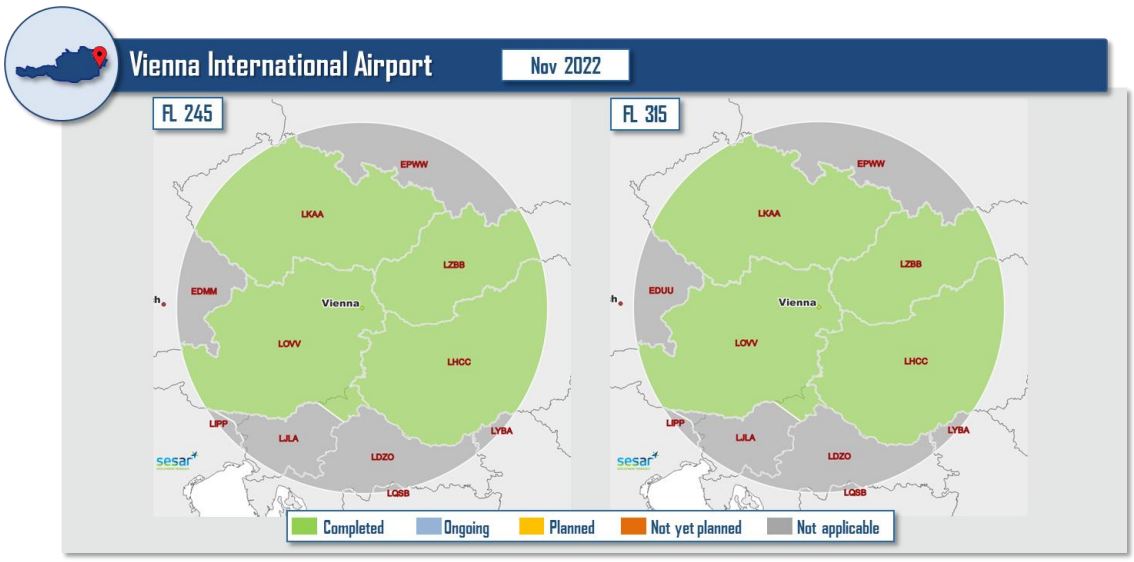

Palma de Mallorca Son S. Joan
Dec 2028
FL 245
FL 315
LFBB
Barcelona
LECM
LECB
LFMM
LECP
Palma De Mallorca
DAAA
sesar
Completed
Ongoing
Planned
Not yet planned
Not applicable
In-horizon airport connection status – Planned to use DPIs in AMAN

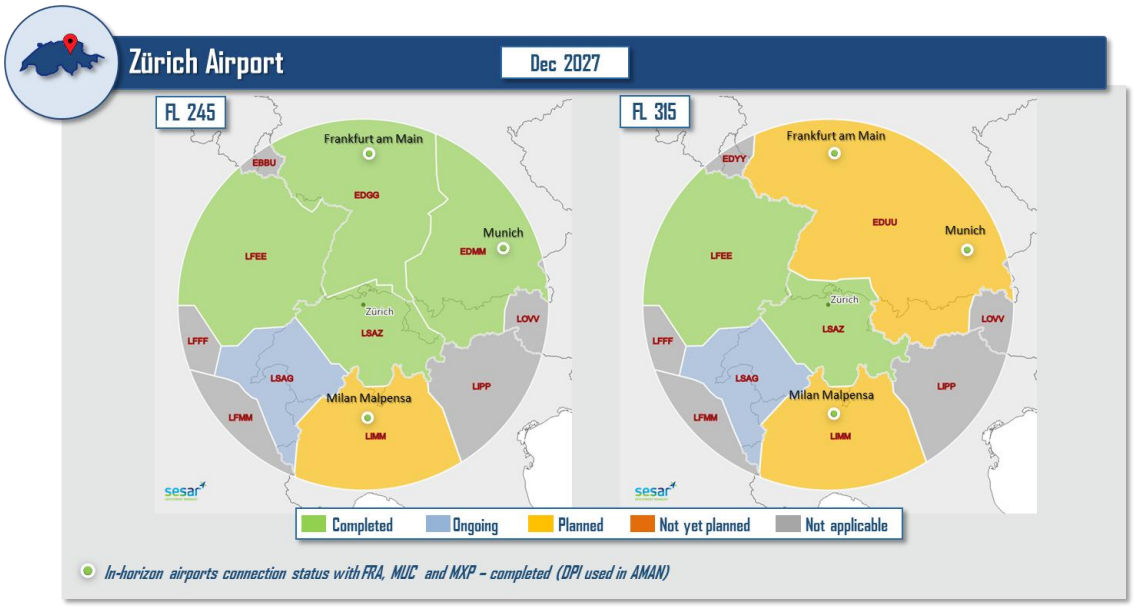

Paris - Charles de Gaulle Airport
Nov 2024
FL 245
FL 315
Amsterdam Schiph
EHAA
EGTT
Brussels
EBBU
EDYY
EDGG
EDUU
Charles de Gaulle
LFRR
Paris-Orly
LFEE
LFBB
LFFF
LFMM
LSAG
sesar
Completed
Ongoing
Planned
Not yet planned
Not applicable
* Connection out of CPI geographical scope will be established voluntarily based on the expected operational benefits
In-horizon airport connection status with BRU – not applicable


Paris-Orly Airport
Nov 2024
FL 245
FL 315
EHAA
EGTT
Brussels
EBBU
EDYY
EDGG
EDUU
Charles de Gaulle
LFRR
Paris-Orly
LFEE
LFBB
LFFF
LFMM
LSAG
sesar
Completed
Ongoing
Planned
Not yet planned
Not applicable
In-horizon airport connection status with BRU – completed (accommodated by SOPs)


Rome Fiumicino International Airport
Dec 2024
FL 245
FL 315
LIMM
LIPP
LDZO
LFMM
LIBB
Rome Fiumicino
LIRR
sesar
Completed
Ongoing
Planned
Not yet planned
Not applicable


Stockholm Arlanda Airport
Nov 2024
FL 245
FL 315
ESOS
EFIN
ENOR
Stockholm Arlanda
EETT
ESMM
EVRR
sesar
Completed
Ongoing
Planned
Not yet planned
Not applicable


Vienna International Airport
Nov 2022
FL 245
FL 315
EPWW
LKAA
LZBB
EDMM
Vienna
LOVV
LHCC
LIPP
LJLA
LDZO
LYBA
LQSB
EDUU
Completed
Ongoing
Planned
Not yet planned
Not applicable


Zürich Airport
Dec 2027
FL 245
FL 315
Frankfurt am Main
EBBU
EDGG
Munich
EDMM
LFEE
Zürich
LSAZ
LOVV
LFFF
LSAG
Milan Malpensa
LIPP
LFMM
LIMM
EDYY
EDUU
Completed
Ongoing
Planned
Not yet planned
Not applicable
In-horizon airports connection status with FRA, MUC and MXP – completed (DPI used in AMAN)

Family 1.2.1 – AMAN/DMAN Integration

1.2.1 AMAN/DMAN Integration

CP1 Target date	Total # of closed gaps	Total # of open gaps
December 2027	0	6

Gap Implementation Progress

The chart shows the overall Family implementation status, taking into account all inputs coming from involved Stakeholders

- 0%
- 1-25%
- 26-50%
- 51-75%
- 76-99%
- 100% Full Deployment Achieved
- Not applicable

Stakeholder Implementation Status

- Completed with CEF Funding
- Completed without CEF Funding
- Fully covered by CEF Funding
- Ongoing with CEF Funding
- Ongoing without CEF Funding
- Planned
- Not Yet Planned
- Not applicable

Powered by EUROCONTROL

Airport	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	ANSP	Airport Operator
Berlin Brandenburg	0	0	75	25	*		
Düsseldorf Airport	0	0	100	0	December 2027		
Milan Malpensa	6	54	40	0	December 2027		
Nice Côte D'Azur	4	36	7	53	*		
Oslo Gardermoen	0	0	100	0	June 2032		
Paris Charles de Gaulle	4	36	0	60	*		

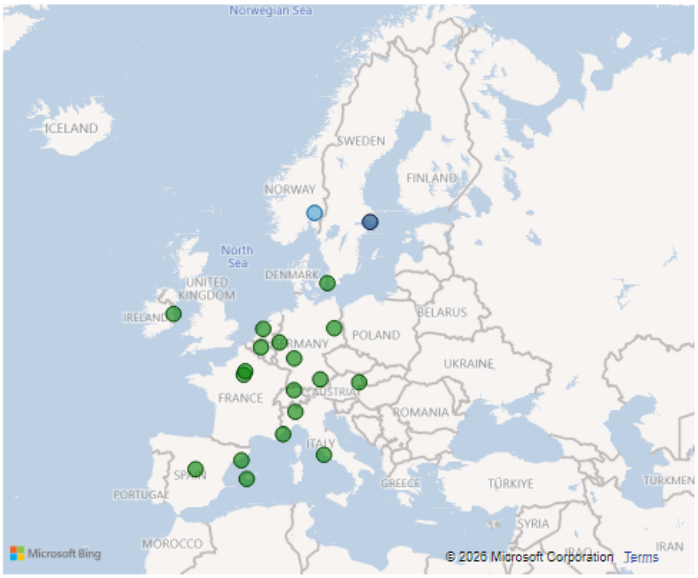
** The remaining scope of the Gap is Not yet Planned*

AF2 – Airport Integration and Throughput

Family 2.1.1 – Departure Management Synchronised with Pre-Departure Sequencing

2.1.1 Departure Management Synchronised with Pre-departure sequencing

CP1 Target date	Total # of closed gaps	Total # of open gaps
December 2022	18	2



Gap Implementation Progress

The chart shows the overall Family implementation status, taking into account all inputs coming from involved Stakeholders

- 0%
- 1-25%
- 26-50%
- 51-75%
- 76-99%
- 100% Full Deployment Achieved
- Not applicable

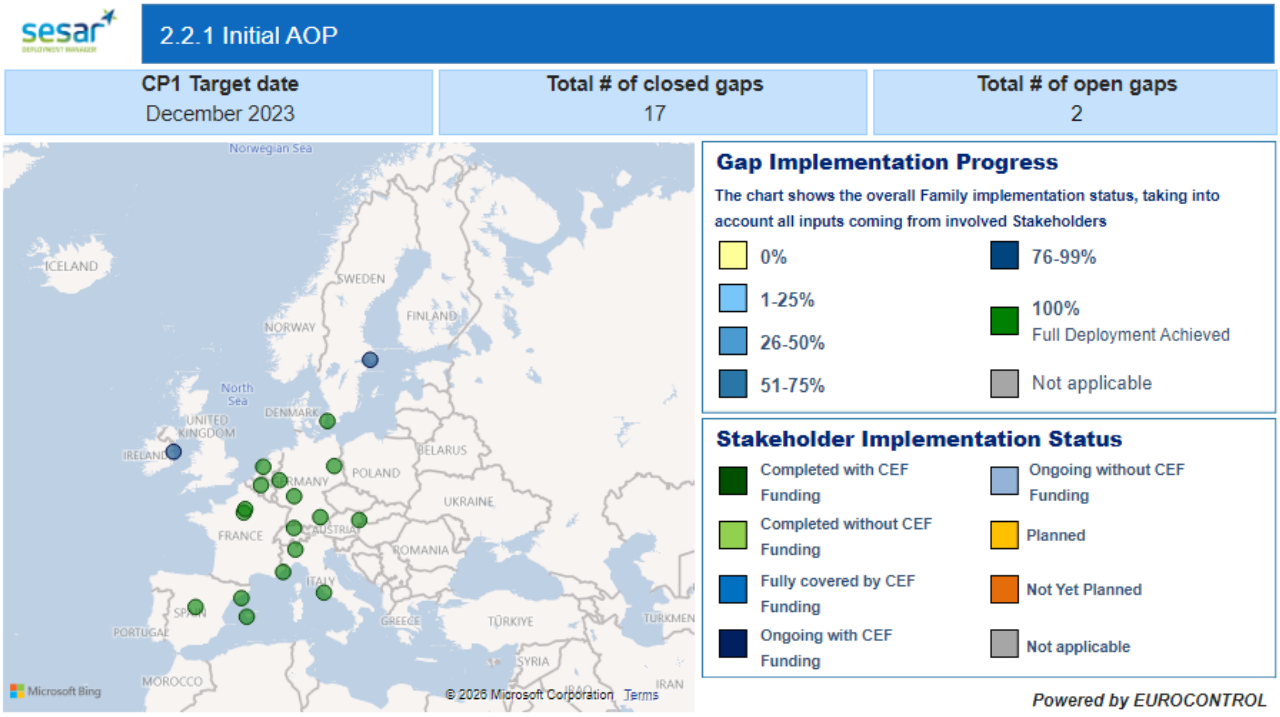
Stakeholder Implementation Status

- Completed with CEF Funding
- Completed without CEF Funding
- Fully covered by CEF Funding
- Ongoing with CEF Funding
- Ongoing without CEF Funding
- Planned
- Not Yet Planned
- Not applicable

Powered by EUROCONTROL

Airport	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	ANSP	Airport Operator
Amsterdam Schiphol	100	0	0	0	December 2022		
Barcelona-El Prat Josep Tarradellas	100	0	0	0	December 2022		
Berlin Brandenburg	100	0	0	0	December 2022		
Brussels National	100	0	0	0	March 2019		
Copenhagen Kastrup	100	0	0	0	September 2024		
Dublin Airport	100	0	0	0	December 2023		
Düsseldorf Airport	100	0	0	0	December 2022		
Frankfurt am Main	100	0	0	0	December 2022		
Madrid-Barajas Adolfo Suárez	100	0	0	0	December 2022		
Milan Malpensa	100	0	0	0	December 2022		
Munich Franz Josef Strauss	100	0	0	0	September 2016		
Nice Côte D'Azur	100	0	0	0	November 2019		
Oslo Gardermoen	43	52	5	0	September 2029		
Palma de Mallorca	100	0	0	0	December 2022		
Paris Charles de Gaulle	100	0	0	0	November 2017		
Paris Orly	100	0	0	0	November 2017		
Rome Fiumicino	100	0	0	0	December 2022		
Stockholm Arlanda	82	12	6	0	March 2027		
Vienna Airport	100	0	0	0	April 2022		
Zürich Kloten	100	0	0	0	December 2021		

Family 2.2.1 – Initial AOP

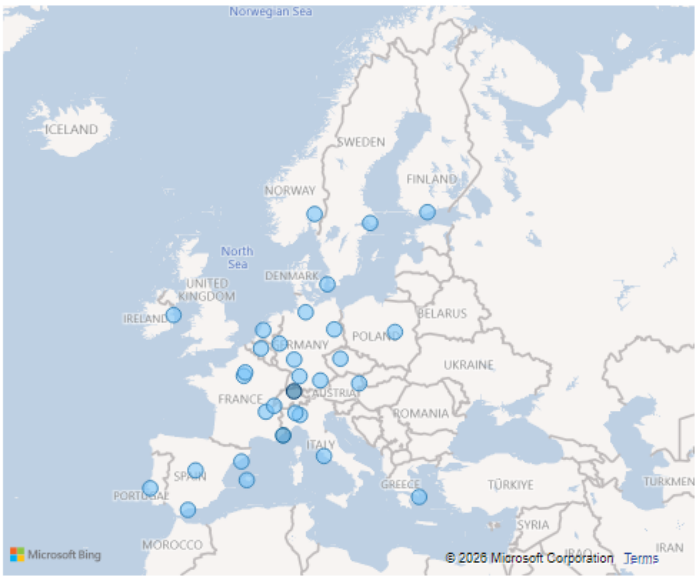


Airport	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	ANSP	Airport Operator
Amsterdam Schiphol	100	0	0	0	December 2019		
Barcelona-El Prat Josep Tarradellas	100	0	0	0	December 2023		
Berlin Brandenburg	100	0	0	0	December 2023		
Brussels National	100	0	0	0	December 2023		
Copenhagen Kastrup	100	0	0	0	December 2018		
Dublin Airport	85	0	15	0	December 2026		
Düsseldorf Airport	100	0	0	0	December 2023		
Frankfurt am Main	100	0	0	0	December 2023		
Madrid-Barajas Adolfo Suárez	100	0	0	0	October 2023		
Milan Malpensa	100	0	0	0	December 2023		
Munich Franz Josef Strauss	100	0	0	0	December 2023		
Nice Côte D'Azur	100	0	0	0	December 2023		
Palma de Mallorca	100	0	0	0	December 2023		
Paris Charles de Gaulle	100	0	0	0	December 2023		
Paris Orly	100	0	0	0	December 2023		
Rome Fiumicino	100	0	0	0	March 2022		
Stockholm Arlanda	81	4	15	0	June 2026		
Vienna Airport	100	0	0	0	December 2023		
Zürich Kloten	100	0	0	0	December 2023		

Family 2.2.2 – Extended AOP

2.2.2 Extended AOP

CP1 Target date	Total # of closed gaps	Total # of open gaps
December 2027	0	31



Gap Implementation Progress

The chart shows the overall Family implementation status, taking into account all inputs coming from involved Stakeholders

- 0%
- 1-25%
- 26-50%
- 51-75%
- 76-99%
- 100% Full Deployment Achieved
- Not applicable

Stakeholder Implementation Status

- Completed with CEF Funding
- Completed without CEF Funding
- Fully covered by CEF Funding
- Ongoing with CEF Funding
- Ongoing without CEF Funding
- Planned
- Not Yet Planned
- Not applicable

Powered by EUROCONTROL

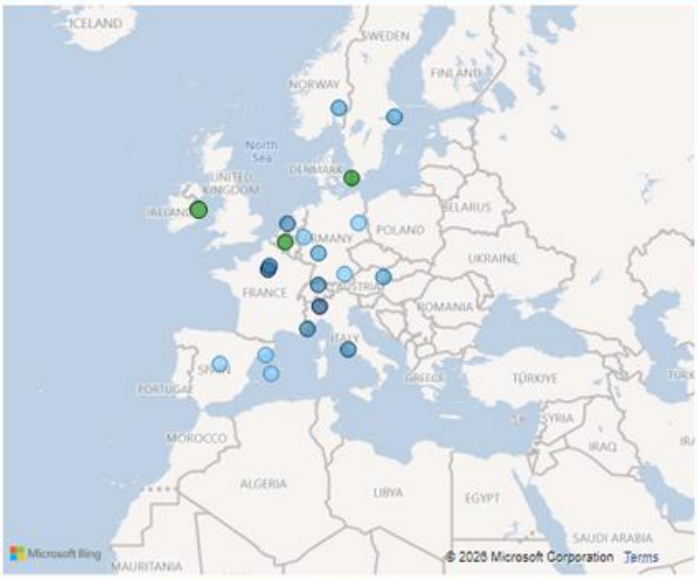
Airport	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	ANSP	Airport Operator
Amsterdam Schiphol	2	15	33	50	*		
Athens Eleftherios Venizelos	2	20	78	0	December 2027		
Barcelona-El Prat Josep Tarradellas	15	43	42	0	December 2027		
Berlin Brandenburg	4	31	65	0	December 2027		
Brussels National	5	40	55	0	December 2027		
Copenhagen Kastrup	5	40	55	0	December 2027		
Dublin Airport	15	70	15	0	December 2027		
Düsseldorf Airport	6	29	65	0	December 2027		
Frankfurt am Main	8	32	60	0	December 2027		
Geneva Airport	6	24	70	0	December 2027		
Hamburg Airport	9	31	60	0	December 2027		
Helsinki Vantaa	4	38	58	0	December 2027		
Lisbon Humberto Delgado	1	7	92	0	December 2027		
Lyon Saint-Exupéry	4	31	15	50	*		
Madrid-Barajas Adolfo Suárez	15	43	42	0	December 2027		
Málaga Costa del Sol	15	43	42	0	December 2027		
Milan Linate	13	52	35	0	December 2027		
Milan Malpensa	13	52	35	0	December 2027		
Munich Franz Josef Strauss	7	38	55	0	December 2027		
Nice Côte D'Azur	32	53	15	0	December 2027		
Oslo Gardermoen	21	49	30	0	December 2027		
Palma de Mallorca	15	43	42	0	December 2027		
Paris Charles de Gaulle	9	76	15	0	December 2027		
Paris Orly	9	76	15	0	December 2027		
Prague Václav Havel	5	40	55	0	December 2027		
Rome Fiumicino	9	31	60	0	December 2027		
Stockholm Arlanda	2	18	80	0	December 2027		
Stuttgart Airport	9	31	60	0	December 2027		
Vienna Airport	21	64	15	0	December 2027		
Warsaw Chopin Airport	3	27	70	0	December 2027		
Zürich Kloten	60	40	0	0	December 2027		

** The remaining scope of the Gap is Not yet Planned*

Family 2.3.1 – Airport Safety Nets

2.3.1 Airport Safety Nets

CP1 Target date	Total # of closed gaps	Total # of open gaps
December 2025	2	18



Gap Implementation Progress

The chart shows the overall Family implementation status, taking into account all inputs coming from involved Stakeholders

- 0%
- 1-25%
- 26-50%
- 51-75%
- 76-99%
- 100% Full Deployment Achieved
- Not applicable

Stakeholder Implementation Status

- Completed with CEF Funding
- Completed without CEF Funding
- Fully covered by CEF Funding
- Ongoing with CEF Funding
- Ongoing without CEF Funding
- Planned
- Not Yet Planned
- Not applicable

Powered by EUROCONTROL

Airport	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	ANSP	Airport Operator
Amsterdam Schiphol	61	34	5	0	December 2030		
Barcelona-El Prat Josep Tarradellas	23	22	55	0	December 2026		
Berlin Brandenburg	19	31	50	0	December 2029		
Brussels National	100	0	0	0	February 2016		
Copenhagen Kastrup	100	0	0	0	March 2024		
Dublin Airport	65	10	25	0	March 2026 *		
Düsseldorf Airport	17	33	50	0	December 2028		
Frankfurt am Main	35	44	21	0	December 2030		
Madrid-Barajas Adolfo Suárez	23	22	55	0	December 2027		
Milan Malpensa	78	22	0	0	April 2027		
Munich Franz Josef Strauss	17	62	21	0	December 2032		
Nice Côte D'Azur	64	31	5	0	December 2028		
Oslo Gardermoen	27	63	10	0	October 2028		
Palma de Mallorca	23	22	55	0	December 2027		
Paris Charles de Gaulle	64	31	5	0	December 2028		
Paris Orly	91	4	5	0	June 2026		
Rome Fiumicino	58	14	28	0	April 2027		
Stockholm Arlanda	37	53	10	0	December 2029		
Vienna Airport	31	7	62	0	October 2028		
Zürich Kloten	63	22	15	0	December 2030		

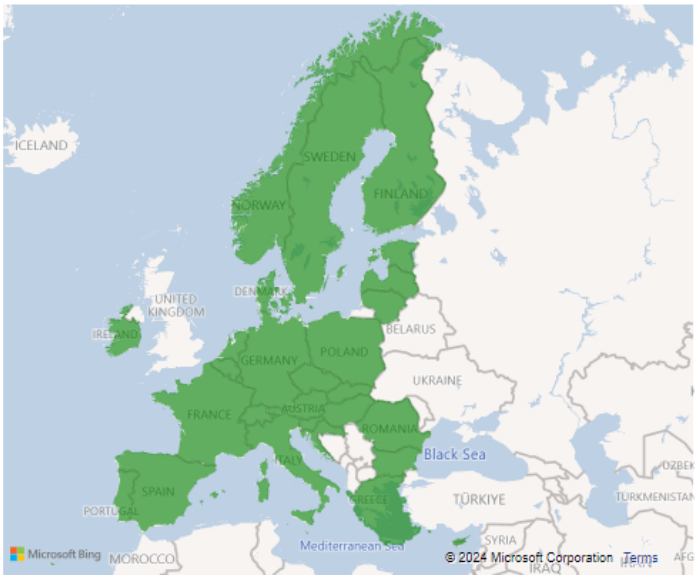
** Completed in March 2026*

AF3 – Flexible Airspace Management and Free Route Airspace

Family 3.1.1 – ASM and A-FUA

3.1.1 ASM and A-FUA

CP1 Target date	Total # of closed gaps	Total # of open gaps
December 2022	31	0



Gap Implementation Progress

The chart shows the overall Family implementation status, taking into account all inputs coming from involved Stakeholders

- 0%
- 1-25%
- 26-50%
- 51-75%
- 76-99%
- 100% Full Deployment Achieved
- Not applicable

Stakeholder Implementation Status

- Completed with CEF Funding
- Completed without CEF Funding
- Fully covered by CEF Funding
- Ongoing with CEF Funding
- Ongoing without CEF Funding
- Planned
- Not Yet Planned
- Not applicable

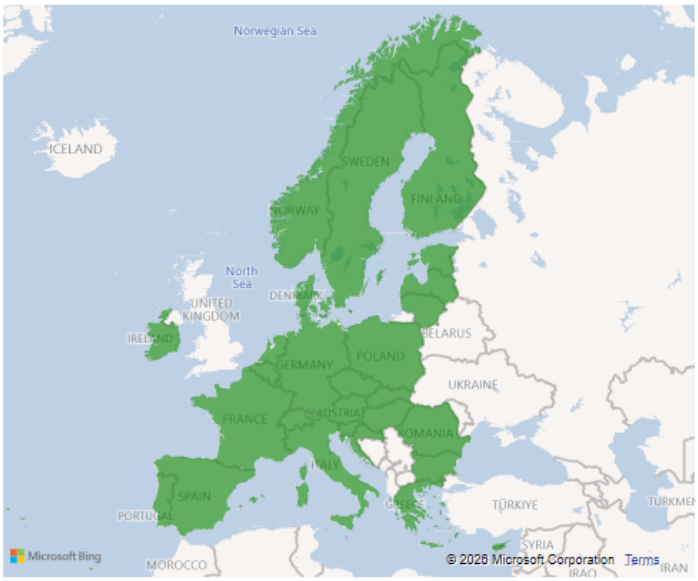
Country	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	ANSP
Austria	100	0	0	0	May 2022	
Belgium	100	0	0	0	September 2022	
Bulgaria	100	0	0	0	July 2022	
Croatia	100	0	0	0	January 2022	
Cyprus	100	0	0	0	December 2022	
Czech Republic	100	0	0	0	December 2022	
Denmark	100	0	0	0	December 2017	
Estonia	100	0	0	0	December 2021	
Finland	100	0	0	0	December 2022	
France	100	0	0	0	December 2022	
Germany	100	0	0	0	December 2022	
Greece	100	0	0	0	December 2018	
Hungary	100	0	0	0	December 2022	
Ireland	100	0	0	0	November 2022	
Italy	100	0	0	0	December 2022	
Latvia	100	0	0	0	August 2019	
Lithuania	100	0	0	0	December 2022	
Luxembourg	100	0	0	0	October 2022	
Maastricht UAC	100	0	0	0	October 2017	
Malta	100	0	0	0	November 2022	
Netherlands	100	0	0	0	October 2017	
Norway	100	0	0	0	August 2020	
Poland	100	0	0	0	December 2022	
Portugal	100	0	0	0	December 2022	
Romania	100	0	0	0	December 2022	
Slovak Republic	100	0	0	0	December 2022	
Slovenia	100	0	0	0	December 2022	
Spain	100	0	0	0	December 2022	
Sweden	100	0	0	0	July 2022	
Switzerland	100	0	0	0	December 2022	

	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	Network Manager
Network Manager	100	0	0	0	December 2022	

Family 3.1.2 – Management of Predefined Airspace Configurations

3.1.2 Management of Predefined Airspace Configurations

CP1 Target date	Total # of closed gaps	Total # of open gaps
December 2022	31	0



Gap Implementation Progress

The chart shows the overall Family implementation status, taking into account all inputs coming from involved Stakeholders

- 0%
- 1-25%
- 26-50%
- 51-75%
- 76-99%
- 100% Full Deployment Achieved
- Not applicable

Stakeholder Implementation Status

- Completed with CEF Funding
- Completed without CEF Funding
- Fully covered by CEF Funding
- Ongoing with CEF Funding
- Ongoing without CEF Funding
- Planned
- Not Yet Planned
- Not applicable

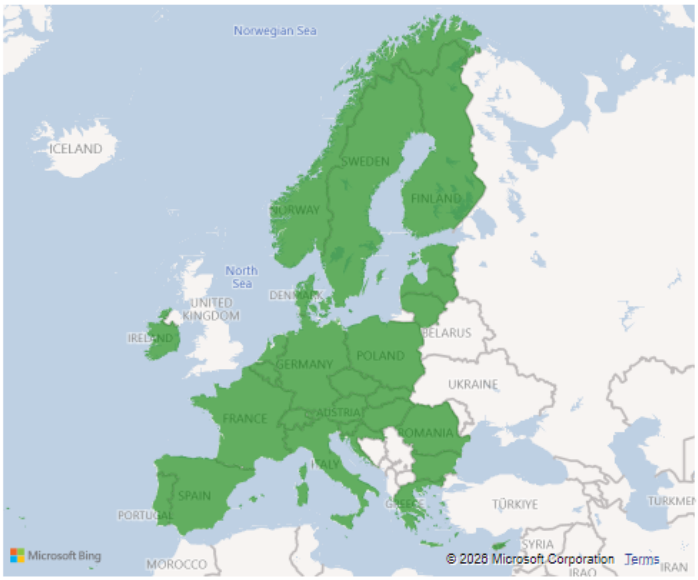
Country	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	ANSP
Austria	100	0	0	0	May 2022	
Belgium	100	0	0	0	July 2022	
Bulgaria	100	0	0	0	December 2022	
Croatia	100	0	0	0	July 2022	
Cyprus	100	0	0	0	March 2022	
Czech Republic	100	0	0	0	December 2022	
Denmark	100	0	0	0	December 2017	
Estonia	100	0	0	0	January 2022	
Finland	100	0	0	0	December 2022	
France	100	0	0	0	December 2021	
Germany	100	0	0	0	December 2021	
Greece	100	0	0	0	December 2018	
Hungary	100	0	0	0	January 2016	
Ireland	100	0	0	0	November 2022	
Italy	100	0	0	0	April 2021	
Latvia	100	0	0	0	January 2018	
Lithuania	100	0	0	0	December 2021	
Luxembourg	100	0	0	0	October 2022	
Maastricht UAC	100	0	0	0	June 2020	
Malta	100	0	0	0	November 2022	
Netherlands	100	0	0	0	June 2020	
Norway	100	0	0	0	June 2020	
Poland	100	0	0	0	November 2016	
Portugal	100	0	0	0	December 2022	
Romania	100	0	0	0	December 2021	
Slovak Republic	100	0	0	0	December 2022	
Slovenia	100	0	0	0	December 2022	
Spain	100	0	0	0	November 2022	
Sweden	100	0	0	0	December 2017	
Switzerland	100	0	0	0	December 2022	

	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	Network Manager
Network Manager	100	0	0	0	December 2022	

Family 3.2.1 – Initial FRA

3.2.1 Initial FRA

CP1 Target date	Total # of closed gaps	Total # of open gaps
December 2022	31	0



Gap Implementation Progress

The chart shows the overall Family implementation status, taking into account all inputs coming from involved Stakeholders

- 0%
- 1-25%
- 26-50%
- 51-75%
- 76-99%
- 100% Full Deployment Achieved
- Not applicable

Stakeholder Implementation Status

- Completed with CEF Funding
- Completed without CEF Funding
- Fully covered by CEF Funding
- Ongoing with CEF Funding
- Ongoing without CEF Funding
- Planned
- Not Yet Planned
- Not applicable

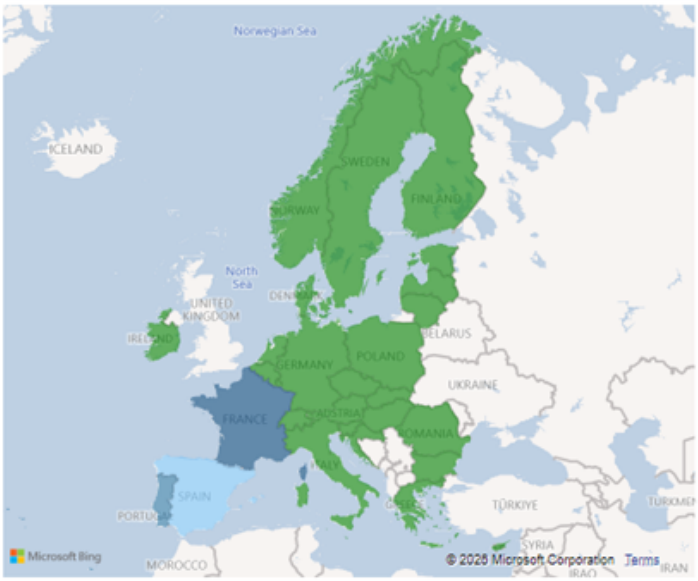
Country	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	ANSP
Austria	100	0	0	0	November 2016	
Belgium	100	0	0	0	October 2019	
Bulgaria	100	0	0	0	November 2013	
Croatia	100	0	0	0	December 2016	
Cyprus	100	0	0	0	December 2022	
Czech Republic	100	0	0	0	February 2021	
Denmark	100	0	0	0	November 2011	
Estonia	100	0	0	0	November 2015	
Finland	100	0	0	0	November 2015	
France	100	0	0	0	December 2021	
Germany	100	0	0	0	December 2021	
Greece	100	0	0	0	December 2020	
Hungary	100	0	0	0	February 2015	
Ireland	100	0	0	0	December 2009	
Italy	100	0	0	0	May 2018	
Latvia	100	0	0	0	November 2015	
Lithuania	100	0	0	0	December 2017	
Luxembourg	100	0	0	0	October 2019	
Maastricht UAC	100	0	0	0	December 2019	
Malta	100	0	0	0	December 2021	
Netherlands	100	0	0	0	December 2019	
Norway	100	0	0	0	November 2015	
Poland	100	0	0	0	February 2019	
Portugal	100	0	0	0	December 2009	
Romania	100	0	0	0	November 2013	
Slovak Republic	100	0	0	0	December 2018	
Slovenia	100	0	0	0	November 2016	
Spain	100	0	0	0	April 2022	
Sweden	100	0	0	0	December 2022	
Switzerland	100	0	0	0	December 2022	

	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	Network Manager
Network Manager	100	0	0	0	December 2022	

Family 3.2.2 – Enhanced Free Route Airspace Operations

3.2.2 Enhanced Free Route Airspace Operations

CP1 Target date	Total # of closed gaps	Total # of open gaps
December 2025	28	3



Gap Implementation Progress

The chart shows the overall Family implementation status, taking into account all inputs coming from involved Stakeholders

- 0%
- 1-25%
- 26-50%
- 51-75%
- 76-99%
- 100% Full Deployment Achieved
- Not applicable

Stakeholder Implementation Status

- Completed with CEF Funding
- Completed without CEF Funding
- Fully covered by CEF Funding
- Ongoing with CEF Funding
- Ongoing without CEF Funding
- Planned
- Not Yet Planned
- Not applicable

Country	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	ANSP
Austria	100	0	0	0	November 2016	
Belgium	100	0	0	0	October 2019	
Bulgaria	100	0	0	0	December 2021	
Croatia	100	0	0	0	December 2021	
Cyprus	100	0	0	0	November 2025	
Czech Republic	100	0	0	0	December 2022	
Denmark	100	0	0	0	June 2016	
Estonia	100	0	0	0	April 2020	
Finland	100	0	0	0	December 2023	
France	89	8	3	0	March 2026 *	
Germany	100	0	0	0	April 2019	
Greece	100	0	0	0	November 2025	
Hungary	100	0	0	0	February 2022	
Ireland	100	0	0	0	December 2021	
Italy	100	0	0	0	March 2024	
Latvia	100	0	0	0	November 2015	
Lithuania	100	0	0	0	March 2022	
Luxembourg	100	0	0	0	October 2019	
Maastricht UAC	100	0	0	0	December 2019	
Malta	100	0	0	0	November 2025	
Netherlands	100	0	0	0	December 2019	
Norway	100	0	0	0	May 2017	
Poland	100	0	0	0	February 2022	
Portugal	75	0	25	0	May 2026 **	
Romania	100	0	0	0	November 2019	
Slovak Republic	100	0	0	0	January 2021	
Slovenia	100	0	0	0	November 2016	
Spain	13	70	17	0	December 2027	
Sweden	100	0	0	0	June 2016	
Switzerland	100	0	0	0	December 2023	

** Completed in March 2026*

*** Completed in May 2026*

	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	Network Manager
Network Manager	100	0	0	0	December 2022	

Focus on Free Route implementation

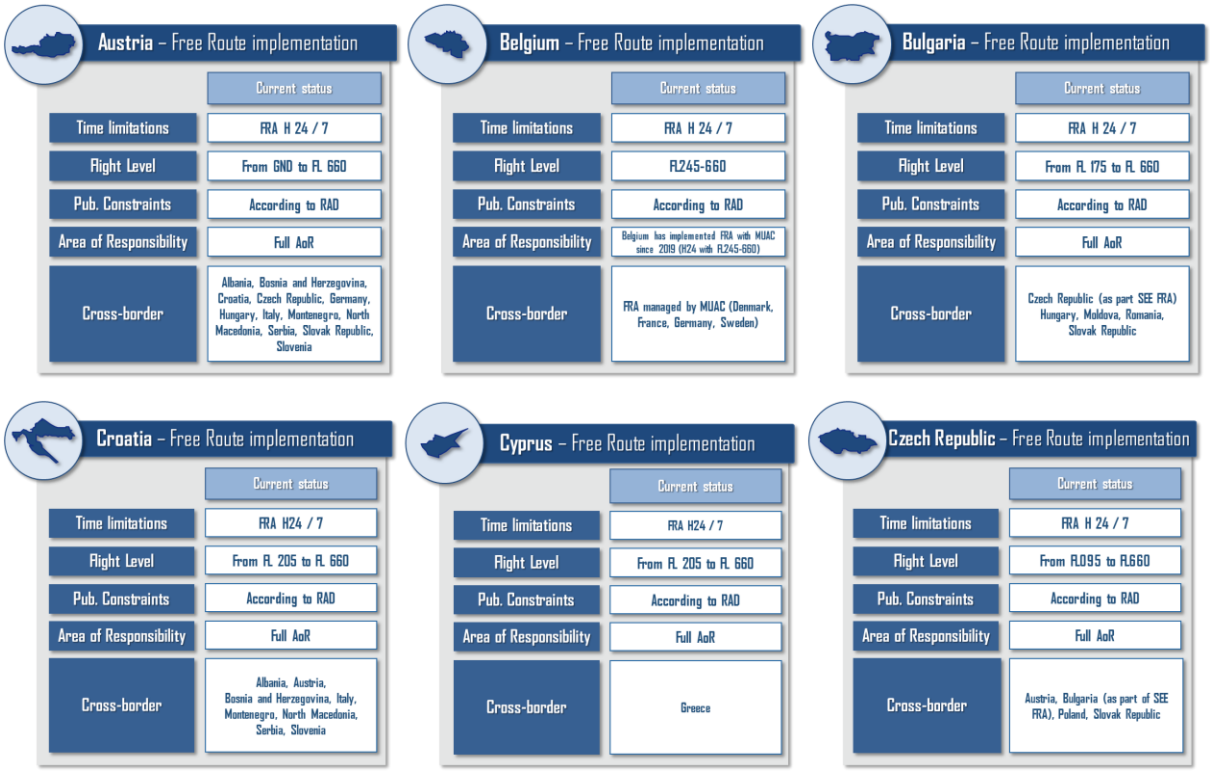
Free Route is an operational concept that enables airspace users to fly as close as possible to their optimal trajectory without the constraints of a fixed route network structure. Free Route Airspace (FRA) is a specified airspace within which users may freely plan a route between a defined FRA entry point and defined FRA exit point, with the possibility to route via intermediate (published or unpublished) waypoints, without reference to the ATS route network, subject to airspace availability. Within this airspace, flights remain subject to air traffic control. With Enhanced Free Route implementation, the connectivity with TMA's is ensured and Cross-border is implemented with at least one neighbouring State.

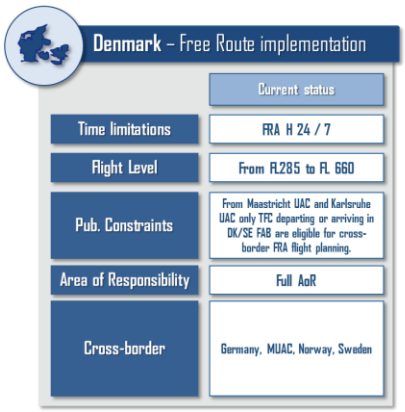
Due to the specific relevance of a coordinated and synchronised implementation of Free Route across Europe, the SESAR Deployment Manager has gathered additional information from the local Air Navigation Service Providers. This in-depth analysis, which is based on data directly provided by ANSPs, has been performed with a two-fold objective:

- having a clear picture of the Free Route deployment approach currently followed.
- identifying the Stakeholders' planning to cover all technical requirements by 31st December 2025, the CP1 regulatory target date for deploying and operating final FRA.

In the following pages, a specific table for each country within the CP1 Geographical Scope is included, detailing the following information:

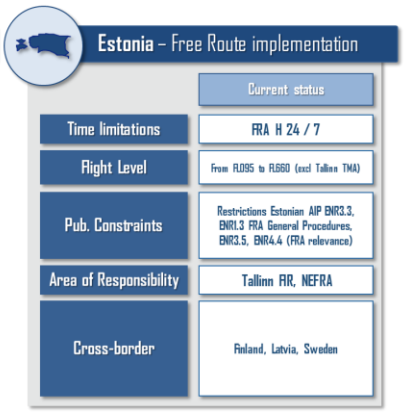
- the ***Time limitations*** set for the Free Route implementation.
- the ***Flight Level*** limit.
- the ***published constraints***.
- the ***Area of Responsibility (AoR)*** where Free Route is implemented.
- the ***cross-border***, indicating the countries with which the cross-border free route has been and will be established by the CP1 target date.





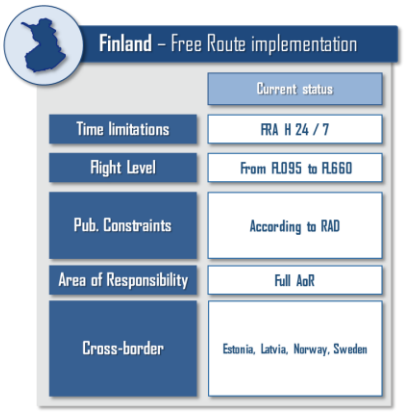
Denmark – Free Route implementation

	Current status
Time limitations	FRA H 24 / 7
Flight Level	From FL285 to FL 660
Pub. Constraints	From Maastricht UAC and Karlsruhe UAC only TFC departing or arriving in DK/SE FAB are eligible for cross-border FRA flight planning.
Area of Responsibility	Full AoR
Cross-border	Germany, MUAC, Norway, Sweden



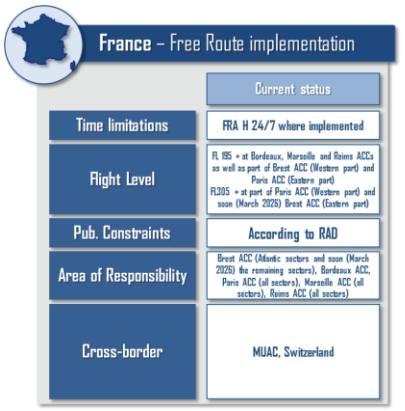
Estonia – Free Route implementation

	Current status
Time limitations	FRA H 24 / 7
Flight Level	From FL095 to FL660 (excl Tallinn TMA)
Pub. Constraints	Restrictions Estonian AIP ENR3.3, ENR1.3 FRA General Procedures, ENR3.5, ENR4.4 (FRA relevance)
Area of Responsibility	Tallinn FIR, NEFRA
Cross-border	Finland, Latvia, Sweden



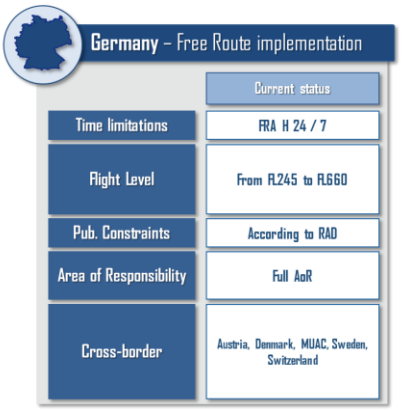
Finland – Free Route implementation

	Current status
Time limitations	FRA H 24 / 7
Flight Level	From FL095 to FL660
Pub. Constraints	According to RAD
Area of Responsibility	Full AoR
Cross-border	Estonia, Latvia, Norway, Sweden



France – Free Route implementation

	Current status
Time limitations	FRA H 24/7 where implemented
Flight Level	FL 195 + at Bordeaux, Marseille and Reims ACCs as well as part of Brest ACC (Western part) and Paris ACC (Eastern part) FL305 + at part of Paris ACC (Western part) and soon (March 2026) Brest ACC (Eastern part)
Pub. Constraints	According to RAD
Area of Responsibility	Brest ACC (Atlantic sectors and soon (March 2026) the remaining sectors), Bordeaux ACC, Paris ACC (all sectors), Marseille ACC (all sectors), Reims ACC (all sectors)
Cross-border	MUAC, Switzerland

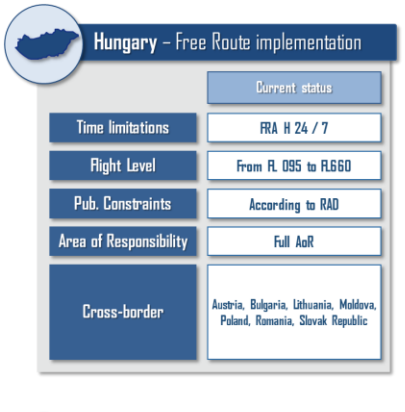


Germany – Free Route implementation

	Current status
Time limitations	FRA H 24 / 7
Flight Level	From FL245 to FL660
Pub. Constraints	According to RAD
Area of Responsibility	Full AoR
Cross-border	Austria, Denmark, MUAC, Sweden, Switzerland

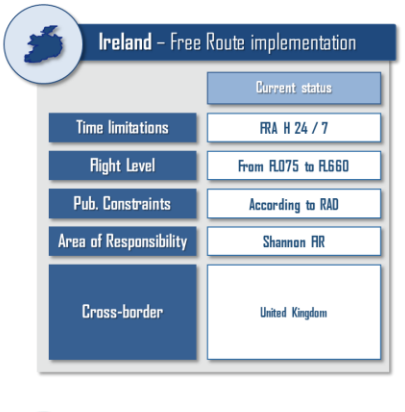
Greece – Free Route implementation

	Current status
Time limitations	FRA H 24 / 7
Flight Level	From FL305 to FL660
Pub. Constraints	According to RAD
Area of Responsibility	Full AoR
Cross-border	Cyprus, Malta



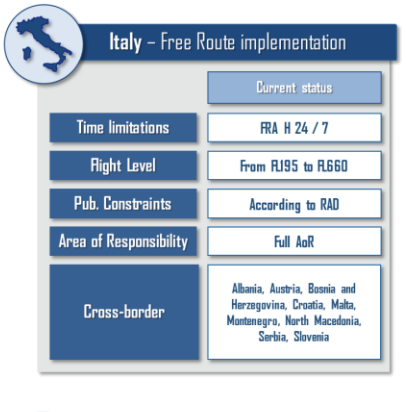
Hungary – Free Route implementation

	Current status
Time limitations	FRA H 24 / 7
Flight Level	From FL 095 to FL660
Pub. Constraints	According to RAD
Area of Responsibility	Full AoR
Cross-border	Austria, Bulgaria, Lithuania, Moldova, Poland, Romania, Slovak Republic



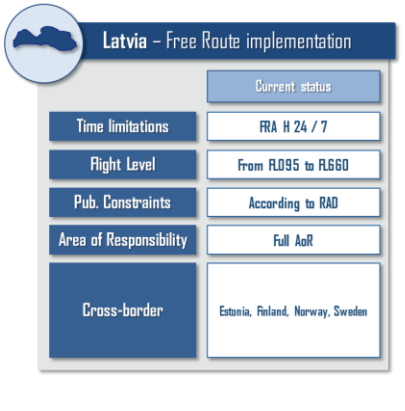
Ireland – Free Route implementation

	Current status
Time limitations	FRA H 24 / 7
Flight Level	From FL075 to FL660
Pub. Constraints	According to RAD
Area of Responsibility	Shannon FIR
Cross-border	United Kingdom



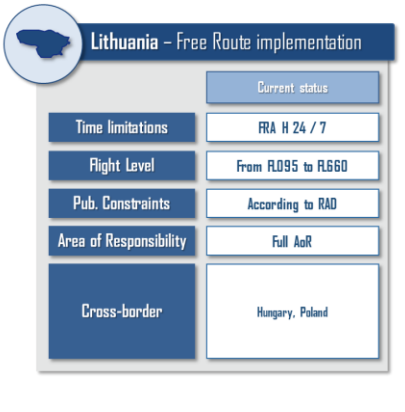
Italy – Free Route implementation

	Current status
Time limitations	FRA H 24 / 7
Flight Level	From FL195 to FL660
Pub. Constraints	According to RAD
Area of Responsibility	Full AoR
Cross-border	Albania, Austria, Bosnia and Herzegovina, Croatia, Malta, Montenegro, North Macedonia, Serbia, Slovenia



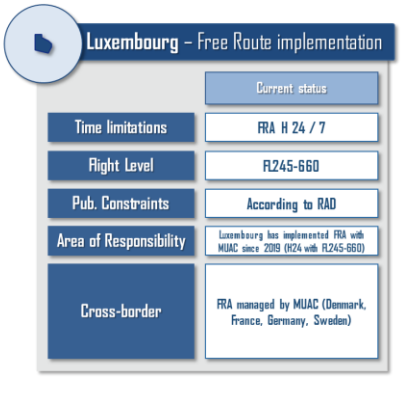
Latvia – Free Route implementation

	Current status
Time limitations	FRA H 24 / 7
Flight Level	From FL095 to FL660
Pub. Constraints	According to RAD
Area of Responsibility	Full AoR
Cross-border	Estonia, Finland, Norway, Sweden



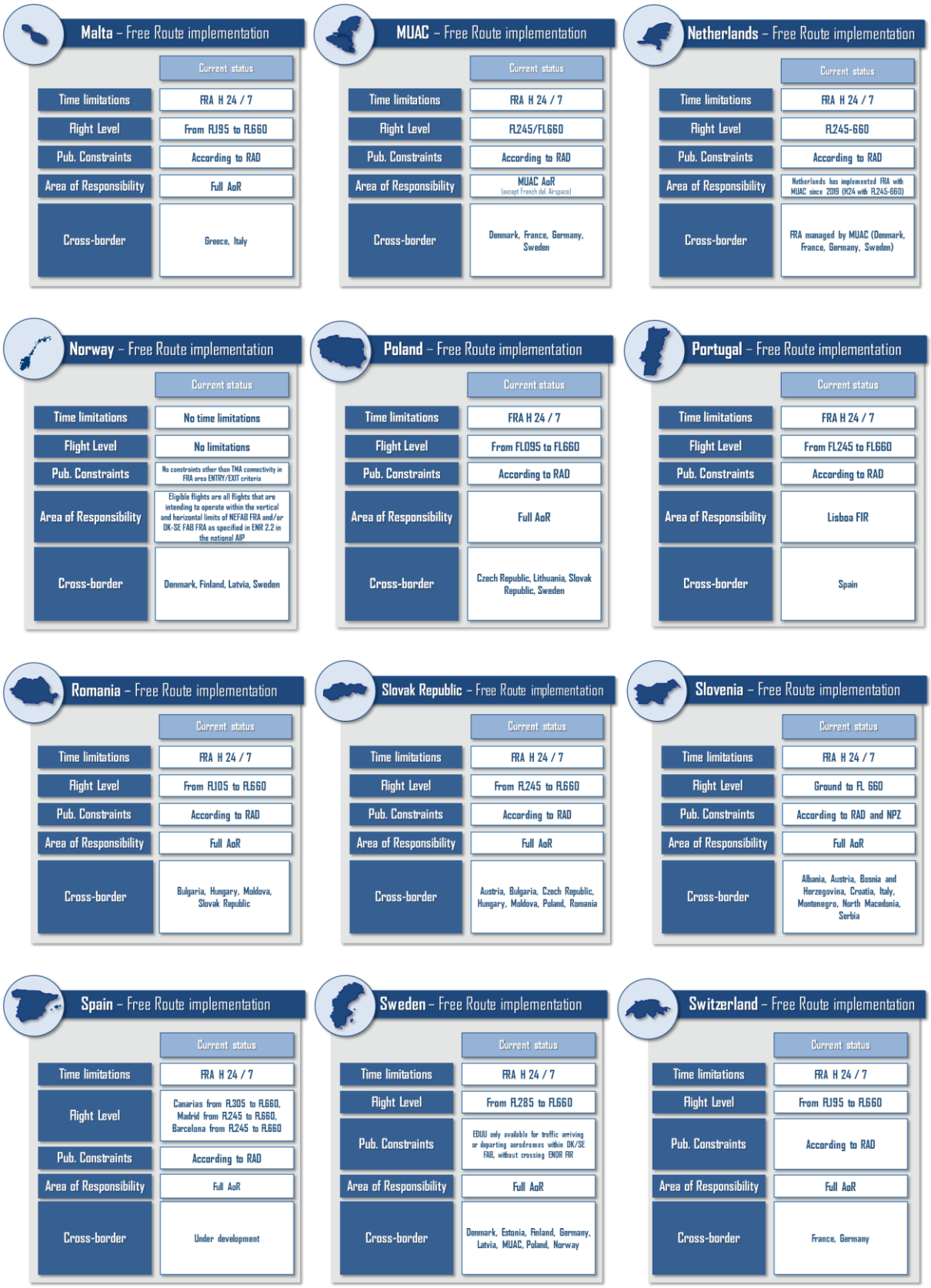
Lithuania – Free Route implementation

	Current status
Time limitations	FRA H 24 / 7
Flight Level	From FL095 to FL660
Pub. Constraints	According to RAD
Area of Responsibility	Full AoR
Cross-border	Hungary, Poland



Luxembourg – Free Route implementation

	Current status
Time limitations	FRA H 24 / 7
Flight Level	FL245-660
Pub. Constraints	According to RAD
Area of Responsibility	Luxembourg has implemented FRA with MUAC since 2019 (H24 with FL245-660)
Cross-border	FRA managed by MUAC (Denmark, France, Germany, Sweden)

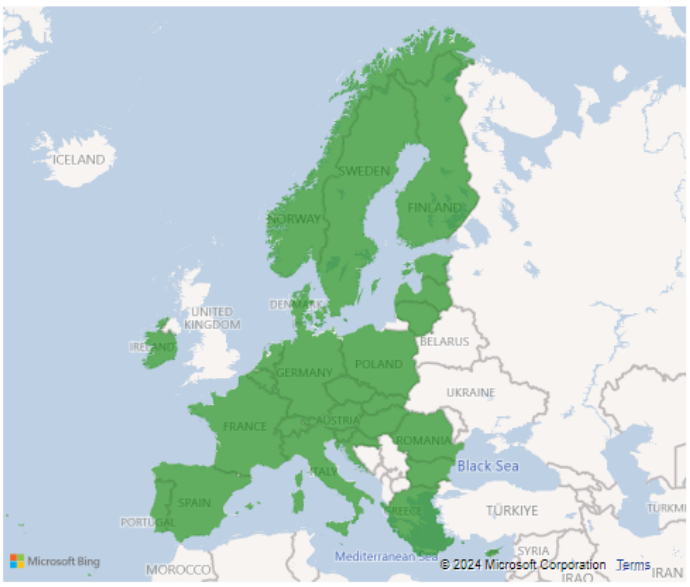

Malta – Free Route implementation
Current status
Time limitations
FRA H 24 / 7
Flight Level
From FL195 to FL660
Pub. Constraints
According to RAD
Area of Responsibility
Full AoR
Cross-border
Greece, Italy
MUAC – Free Route implementation
Current status
Time limitations
FRA H 24 / 7
Flight Level
FL245/FL660
Pub. Constraints
According to RAD
Area of Responsibility
MUAC AoR
(except French del. Airspace)
Cross-border
Denmark, France, Germany, Sweden
Netherlands – Free Route implementation
Current status
Time limitations
FRA H 24 / 7
Flight Level
FL245-660
Pub. Constraints
According to RAD
Area of Responsibility
Netherlands has implemented FRA with MUAC since 2019 (H24 with FL245-660)
Cross-border
FRA managed by MUAC (Denmark, France, Germany, Sweden)
Norway – Free Route implementation
Current status
Time limitations
No time limitations
Flight Level
No limitations
Pub. Constraints
No constraints other than TMA connectivity in FRA area ENTRY/EXIT criteria
Area of Responsibility
Eligible flights are all flights that are intending to operate within the vertical and horizontal limits of NEFAB FRA and/or DK-SE FAB FRA as specified in ENR 2.2 in the national AIP
Cross-border
Denmark, Finland, Latvia, Sweden
Poland – Free Route implementation
Current status
Time limitations
FRA H 24 / 7
Flight Level
From FL095 to FL660
Pub. Constraints
According to RAD
Area of Responsibility
Full AoR
Cross-border
Czech Republic, Lithuania, Slovak Republic, Sweden
Portugal – Free Route implementation
Current status
Time limitations
FRA H 24 / 7
Flight Level
From FL245 to FL660
Pub. Constraints
According to RAD
Area of Responsibility
Lisboa FIR
Cross-border
Spain
Romania – Free Route implementation
Current status
Time limitations
FRA H 24 / 7
Flight Level
From FL105 to FL660
Pub. Constraints
According to RAD
Area of Responsibility
Full AoR
Cross-border
Bulgaria, Hungary, Moldova, Slovak Republic
Slovak Republic – Free Route implementation
Current status
Time limitations
FRA H 24 / 7
Flight Level
From FL245 to FL660
Pub. Constraints
According to RAD
Area of Responsibility
Full AoR
Cross-border
Austria, Bulgaria, Czech Republic, Hungary, Moldova, Poland, Romania
Slovenia – Free Route implementation
Current status
Time limitations
FRA H 24 / 7
Flight Level
Ground to FL 660
Pub. Constraints
According to RAD and NPZ
Area of Responsibility
Full AoR
Cross-border
Albania, Austria, Bosnia and Herzegovina, Croatia, Italy, Montenegro, North Macedonia, Serbia
Spain – Free Route implementation
Current status
Time limitations
FRA H 24 / 7
Flight Level
Canarias from FL305 to FL660, Madrid from FL245 to FL660, Barcelona from FL245 to FL660
Pub. Constraints
According to RAD
Area of Responsibility
Full AoR
Cross-border
Under development
Sweden – Free Route implementation
Current status
Time limitations
FRA H 24 / 7
Flight Level
From FL285 to FL660
Pub. Constraints
EDUU only available for traffic arriving or departing aerodromes within DK/SE FAB, without crossing ENOR FIR
Area of Responsibility
Full AoR
Cross-border
Denmark, Estonia, Finland, Germany, Latvia, MUAC, Poland, Norway
Switzerland – Free Route implementation
Current status
Time limitations
FRA H 24 / 7
Flight Level
From FL195 to FL660
Pub. Constraints
According to RAD
Area of Responsibility
Full AoR
Cross-border
France, Germany

AF4 – Network Collaborative Management

Family 4.1.1 – Enhanced Short Term ATFCM Measures

4.1.1 Enhanced Short Term ATFCM Measures

CP1 Target date	Total # of closed gaps	Total # of open gaps
December 2022	31	0



Gap Implementation Progress

The chart shows the overall Family implementation status, taking into account all inputs coming from involved Stakeholders

- 0%
- 1-25%
- 26-50%
- 51-75%
- 76-99%
- 100% Full Deployment Achieved
- Not applicable

Stakeholder Implementation Status

- Completed with CEF Funding
- Completed without CEF Funding
- Fully covered by CEF Funding
- Ongoing with CEF Funding
- Ongoing without CEF Funding
- Planned
- Not Yet Planned
- Not applicable

Powered by EUROCONTROL

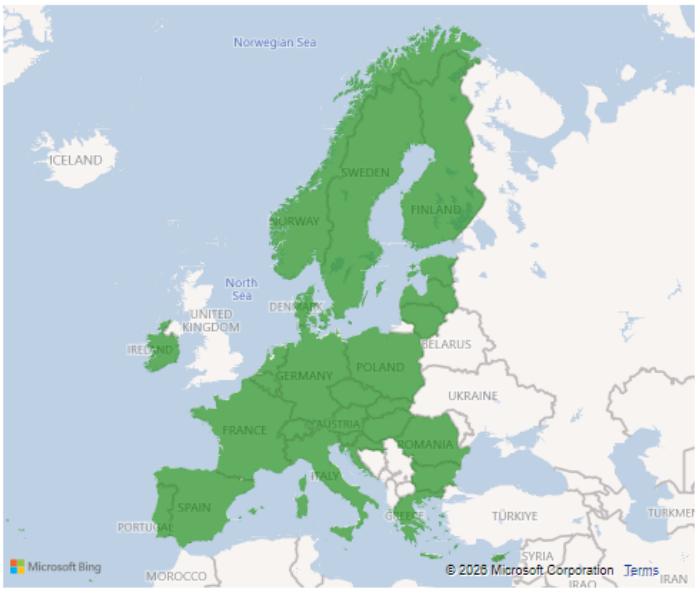
Country	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	ANSP
Austria	100	0	0	0	May 2022	
Belgium	100	0	0	0	December 2022	
Bulgaria	100	0	0	0	December 2022	
Croatia	100	0	0	0	December 2022	
Cyprus	100	0	0	0	June 2022	
Czech Republic	100	0	0	0	December 2018	
Denmark	100	0	0	0	December 2022	
Estonia	100	0	0	0	June 2023	
Finland	100	0	0	0	January 2021	
France	100	0	0	0	December 2022	
Germany	100	0	0	0	December 2023	
Greece	100	0	0	0	March 2023	
Hungary	100	0	0	0	October 2022	
Ireland	100	0	0	0	December 2022	
Italy	100	0	0	0	December 2022	
Latvia	100	0	0	0	August 2019	
Lithuania	100	0	0	0	October 2018	
Luxembourg	100	0	0	0	December 2022	
Maastricht UAC	100	0	0	0	December 2018	
Malta	100	0	0	0	December 2022	
Netherlands	100	0	0	0	December 2022	
Norway	100	0	0	0	June 2023	
Poland	100	0	0	0	December 2022	
Portugal	100	0	0	0	January 2023	
Romania	100	0	0	0	November 2022	
Slovak Republic	100	0	0	0	December 2022	
Slovenia	100	0	0	0	December 2022	
Spain	100	0	0	0	December 2022	
Sweden	100	0	0	0	December 2021	
Switzerland	100	0	0	0	December 2017	

	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	Network Manager
Network Manager	100	0	0	0	April 2023	

Family 4.2.1 – Interactive Rolling NOP

4.2.1 Interactive Rolling NOP

CP1 Target date	Total # of closed gaps	Total # of open gaps
December 2023	31	0



Gap Implementation Progress

The chart shows the overall Family implementation status, taking into account all inputs coming from involved Stakeholders

- 0%
- 1-25%
- 26-50%
- 51-75%
- 76-99%
- 100% Full Deployment Achieved
- Not applicable

Stakeholder Implementation Status

- Completed with CEF Funding
- Completed without CEF Funding
- Fully covered by CEF Funding
- Ongoing with CEF Funding
- Ongoing without CEF Funding
- Planned
- Not Yet Planned
- Not applicable

Powered by EUROCONTROL

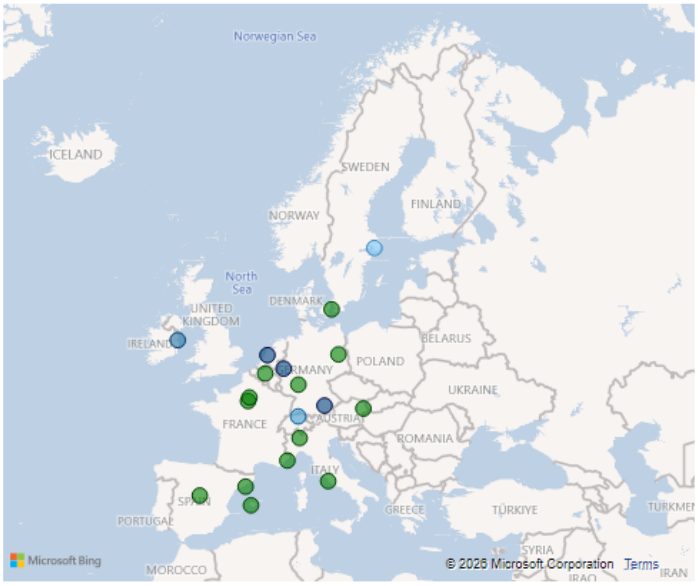
Country	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	ANSP	Airport Operator
Austria	100	0	0	0	December 2023		
Belgium	100	0	0	0	December 2022		
Bulgaria	100	0	0	0	December 2023		
Croatia	100	0	0	0	December 2023		
Cyprus	100	0	0	0	December 2023		
Czech Republic	100	0	0	0	December 2019		
Denmark	100	0	0	0	September 2023		
Estonia	100	0	0	0	June 2023		
Finland	100	0	0	0	February 2023		
France	100	0	0	0	April 2023		
Germany	100	0	0	0	December 2023		
Greece	100	0	0	0	December 2023		
Hungary	100	0	0	0	November 2022		
Ireland	100	0	0	0	December 2023		
Italy	100	0	0	0	December 2023		
Latvia	100	0	0	0	January 2016		
Lithuania	100	0	0	0	August 2023		
Luxembourg	100	0	0	0	December 2022		
Maastricht UAC	100	0	0	0	December 2020		
Malta	100	0	0	0	September 2023		
Netherlands	100	0	0	0	October 2023		
Norway	100	0	0	0	December 2023		
Poland	100	0	0	0	September 2023		
Portugal	100	0	0	0	January 2023		
Romania	100	0	0	0	December 2023		
Slovak Republic	100	0	0	0	December 2023		
Slovenia	100	0	0	0	August 2023		
Spain	100	0	0	0	April 2023		
Sweden	100	0	0	0	December 2023		
Switzerland	100	0	0	0	December 2023		

	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	Network Manager
Network Manager	100	0	0	0	December 2022	

Family 4.2.2 – Initial AOP/NOP Information Sharing

4.2.2 Initial AOP/NOP Information Sharing

CP1 Target date	Total # of closed gaps	Total # of open gaps
December 2023	14	6



Gap Implementation Progress

The chart shows the overall Family implementation status, taking into account all inputs coming from involved Stakeholders

- 0%
- 1-25%
- 26-50%
- 51-75%
- 76-99%
- 100% Full Deployment Achieved
- Not applicable

Stakeholder Implementation Status

- Completed with CEF Funding
- Completed without CEF Funding
- Fully covered by CEF Funding
- Ongoing with CEF Funding
- Ongoing without CEF Funding
- Planned
- Not Yet Planned
- Not applicable

Powered by EUROCONTROL

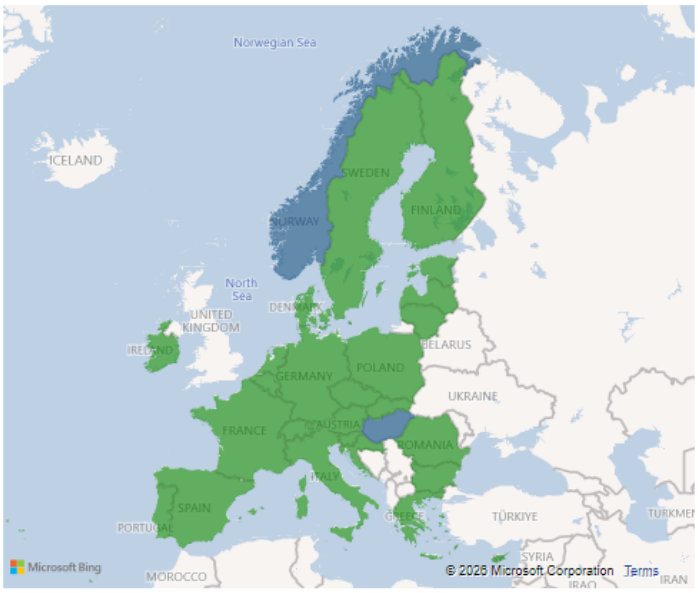
Airport	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	ANSP	Airport Operator
Amsterdam Schiphol	87	11	2	0	June 2026		
Barcelona-El Prat Josep Tarradellas	100	0	0	0	July 2025		
Berlin Brandenburg	100	0	0	0	July 2025		
Brussels National	100	0	0	0	September 2025		
Copenhagen Kastrup	100	0	0	0	March 2025		
Dublin Airport	70	25	5	0	June 2027		
Düsseldorf Airport	83	11	6	0	June 2026		
Frankfurt am Main	100	0	0	0	August 2024		
Madrid-Barajas Adolfo Suárez	100	0	0	0	July 2024		
Milan Malpensa	100	0	0	0	March 2025		
Munich Franz Josef Strauss	86	11	3	0	June 2026		
Nice Côte D'Azur	100	0	0	0	August 2024		
Palma de Mallorca	100	0	0	0	December 2025		
Paris Charles de Gaulle	100	0	0	0	April 2024		
Paris Orly	100	0	0	0	April 2024		
Rome Fiumicino	100	0	0	0	July 2024		
Stockholm Arlanda	22	68	10	0	December 2026		
Vienna Airport	100	0	0	0	December 2023		
Zürich Kloten	35	60	5	0	December 2027		

	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	Network Manager
Network Manager	100	0	0	0	December 2023	

Family 4.3.1 – Automated Support for Traffic Complexity Assessment and Flight Planning Interfaces

4.3.1 Automated Support for Traffic Complexity Assessment and Flight Planning Interfaces

CP1 Target date	Total # of closed gaps	Total # of open gaps
December 2022	29	2



Gap Implementation Progress

The chart shows the overall Family implementation status, taking into account all inputs coming from involved Stakeholders

- 0%
- 1-25%
- 26-50%
- 51-75%
- 76-99%
- 100% Full Deployment Achieved
- Not applicable

Stakeholder Implementation Status

- Completed with CEF Funding
- Completed without CEF Funding
- Fully covered by CEF Funding
- Ongoing with CEF Funding
- Ongoing without CEF Funding
- Planned
- Not Yet Planned
- Not applicable

Powered by EUROCONTROL

Country	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	ANSP
Austria	100	0	0	0	May 2022	
Belgium	100	0	0	0	December 2022	
Bulgaria	100	0	0	0	November 2020	
Croatia	100	0	0	0	December 2023	
Cyprus	100	0	0	0	December 2023	
Czech Republic	100	0	0	0	April 2023	
Denmark	100	0	0	0	December 2022	
Estonia	100	0	0	0	December 2023	
Finland	100	0	0	0	December 2023	
France	100	0	0	0	December 2022	
Germany	100	0	0	0	December 2024	
Greece	100	0	0	0	December 2023	
Hungary	95	5	0	0	June 2026	
Ireland	100	0	0	0	December 2022	
Italy	100	0	0	0	December 2022	
Latvia	100	0	0	0	December 2015	
Lithuania	100	0	0	0	August 2023	
Luxembourg	100	0	0	0	December 2022	
Maastricht UAC	100	0	0	0	June 2021	
Malta	100	0	0	0	December 2022	
Netherlands	100	0	0	0	July 2017	
Norway	88	12	0	0	June 2032	
Poland	100	0	0	0	July 2021	
Portugal	100	0	0	0	October 2023	
Romania	100	0	0	0	December 2022	
Slovak Republic	100	0	0	0	December 2024	
Slovenia	100	0	0	0	November 2023	
Spain	100	0	0	0	December 2022	
Sweden	100	0	0	0	May 2023	
Switzerland	100	0	0	0	December 2021	

	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	Network Manager
Network Manager	100	0	0	0	December 2022	

Family 4.4.1 – AOP/NOP Integration

4.4.1 AOP/NOP Integration

CP1 Target date	Total # of closed gaps	Total # of open gaps
December 2027	0	32

Gap Implementation Progress

The chart shows the overall Family implementation status, taking into account all inputs coming from involved Stakeholders

- 0%
- 1-25%
- 26-50%
- 51-75%
- 76-99%
- 100% Full Deployment Achieved
- Not applicable

Stakeholder Implementation Status

- Completed with CEF Funding
- Completed without CEF Funding
- Fully covered by CEF Funding
- Ongoing with CEF Funding
- Ongoing without CEF Funding
- Planned
- Not Yet Planned
- Not applicable

Powered by EUROCONTROL

Airport	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	ANSP	Airport Operator
Amsterdam Schiphol	49	11	40	0	December 2027		
Athens Eleftherios Venizelos	48	0	52	0	December 2027		
Barcelona-El Prat Josep Tarradellas	59	17	24	0	December 2027		
Berlin Brandenburg	48	0	52	0	December 2027		
Brussels National	54	22	24	0	December 2027		
Copenhagen Kastrup	59	17	24	0	December 2027		
Dublin Airport	48	0	52	0	December 2027		
Düsseldorf Airport	52	36	12	0	December 2027		
Frankfurt am Main	51	25	24	0	December 2027		
Geneva Airport	51	25	4	20	*		
Hamburg Airport	51	25	24	0	December 2027		
Helsinki Vantaa	53	43	4	0	December 2027		
Lisbon Humberto Delgado	71	25	4	0	December 2027		
Lyon Saint-Exupéry	18	52	5	25	*		
Madrid-Barajas Adolfo Suárez	59	17	24	0	December 2027		
Málaga Costa del Sol	59	17	24	0	December 2027		
Milan Linate	53	43	4	0	December 2027		
Milan Malpensa	53	43	4	0	December 2027		
Munich Franz Josef Strauss	51	25	24	0	December 2027		
Nice Côte D'Azur	18	52	30	0	December 2027		
Oslo Gardermoen	52	32	16	0	December 2027		
Palma de Mallorca	59	17	24	0	December 2027		
Paris Charles de Gaulle	18	52	30	0	December 2027		
Paris Orly	18	52	30	0	December 2027		
Prague Václav Havel	59	17	24	0	December 2027		
Rome Fiumicino	48	0	52	0	December 2027		
Stockholm Arlanda	48	0	52	0	December 2027		
Stuttgart Airport	51	25	24	0	December 2027		
Vienna Airport	59	17	24	0	December 2027		
Warsaw Chopin Airport	41	7	52	0	December 2027		
Zürich Kloten	61	34	5	0	December 2027		

** The remaining scope of the Gap is Not yet Planned*

Network Manager

Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	Network Manager
90	10	0	0	June 2026	

AF5 – SWIM

Family 5.1.1 - Common SWIM PKI and cyber security and Family 5.2.1 Stakeholders' SWIM PKI and cyber security

The Public Key Infrastructure (PKI) and cyber security components of the SDP are dealt within two separate Families, namely:

- Family 5.1.1 - *Common SWIM PKI and cyber security* for the common European Aviation Common Public Key Infrastructure (EACP) addressing the governance and the common infrastructure ensuring regional and global interoperability and the appropriate cyber security objectives and requirements for the common PKI service.
- Family 5.2.1 – *Stakeholders' SWIM PKI and cybersecurity* address the Stakeholder implementation and interoperability requirements with the EACP. It has to be noted that Family 5.2.1 allows the option to deploy a local PKI. The EACP must accredit the local PKI, through trust lists, in case this becomes part of it.

Due to the specific features of the Families and their purpose of deploying SWIM Common components, the deployment activities are following a coordinated and EU-wide approach, rather than being steered by locally based implementation initiatives.

A multi-Stakeholder initiative, awarded in 2017 CEF Transport Call and coordinated by SDM under the Framework Partnership Agreement (2017_084_AF5 - SWIM Common PKI and policies & procedures for establishing a Trust framework), was successfully completed in June 2022. The project supported the deployment of a common framework for both integrating local Stakeholder PKI deployments in an interoperable manner, as well as providing interoperable digital certificates to the users of SWIM services.

The resulting European Aviation Common PKI (EACP) is a service used in signing, emitting and maintaining certificates and revocation lists used in inter-stakeholder communication for operational purposes, and for providing interoperability between eligible stakeholders having a Local PKI. It aims at facilitating the "interoperability" (cross recognition) of digital certificates by providing a single trust reference (list of trusted certification authorities issuing digital certificates) for all European aviation stakeholders and at improving the cyber security of the European aviation by facilitating (technically and financially) the access to the use of digital certificates.

The EACP provider was successfully selected in 2024 and the EACP service was fully deployed by December 2024. Several training sessions have been delivered in the course of 2024 and 2025.

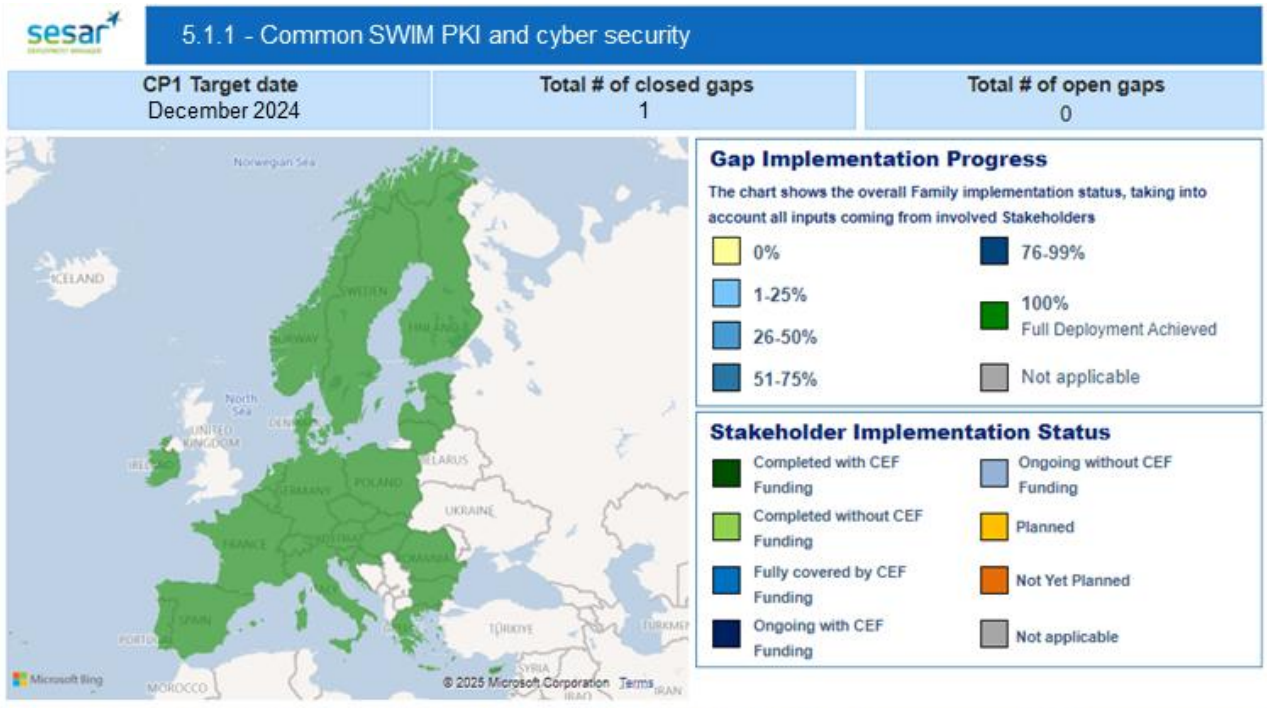
Currently, more than 70 organisations (ANSPs, airports, airspace users, MET service providers) reported that they are using or planning to use the EACP (European Aviation Common Public Key Infrastructure) for the implementation of Family 5.2.1 - *Stakeholders' SWIM PKI and cybersecurity.*

For Family 5.2.1, 70% of the ground stakeholders (52 out of 74) have completed the implementation by December 2025 and the deployment progress per gap has reached 78%. By the end of 2026, the completion rate of the ground stakeholders is expected to ramp up to 92%.

Reported delays are mainly due to heterogeneous technical readiness among national stakeholders (ANSPs, MET providers, and Airport Operators) and internal procedural or administrative bottlenecks, shortage of competent IT staff, and in some cases also related to the engagement of IT suppliers. Although this family can be implemented without any services being provided or consumed, some stakeholders prefer to fulfil 5.2.1 in connection with a services implementation to optimise internal resources.

Digital certificates constitute a mandatory technical enabler for the provision and consumption of all SWIM services. They ensure secure authentication, integrity, and confidentiality of information exchanged between service providers and consumers across the SWIM environment. Consequently, a secure successful deployment of this Sub ATM functionality is a pre-requisite for the operational activation of each SWIM service under the CP1 Sub-AFs 5.3, 5.4, 5.5 and 5.6 to achieve the required security level assessed necessary.

Family 5.1.1 – Common SWIM PKI and cyber security

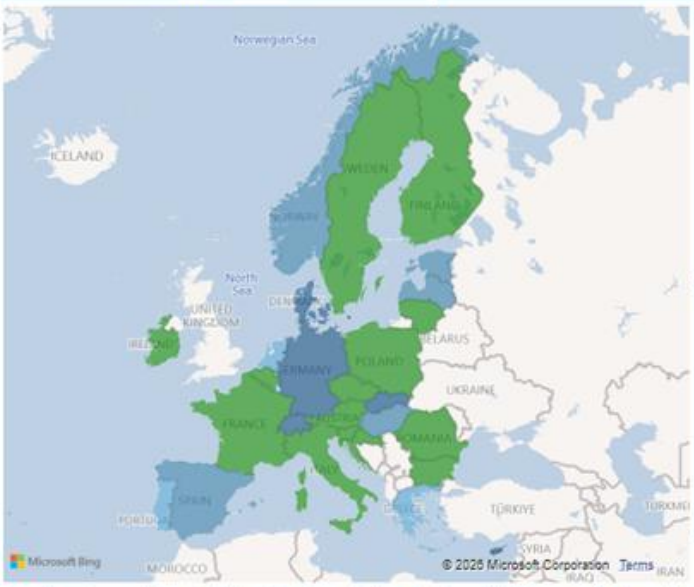


Country	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	ANSP
EU + Norway + Switzerland	100	0	0	0	December 2024	

Family 5.2.1 – Stakeholders SWIM PKI and cybersecurity

5.2.1 Stakeholders' SWIM PKI and cybersecurity

CP1 Target date	Total # of closed gaps	Total # of open gaps
December 2025	15	16



Gap Implementation Progress

The chart shows the overall Family implementation status, taking into account all inputs coming from involved Stakeholders

- 0%
- 1-25%
- 26-50%
- 51-75%
- 76-99%
- 100% Full Deployment Achieved
- Not applicable

Stakeholder Implementation Status

- Completed with CEF Funding
- Completed without CEF Funding
- Fully covered by CEF Funding
- Ongoing with CEF Funding
- Ongoing without CEF Funding
- Planned
- Not Yet Planned
- Not applicable

Powered by EUROCONTROL

Country	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	ANSP	Airport Operator	MET
Austria	100	0	0	0	December 2025			
Belgium	100	0	0	0	December 2025			
Bulgaria	100	0	0	0	December 2025			
Croatia	100	0	0	0	December 2025			
Cyprus	94	6	0	0	March 2026 *			
Czech Republic	100	0	0	0	December 2025			
Denmark	92	8	0	0	July 2026			
Estonia	56	44	0	0	December 2026			
Finland	100	0	0	0	December 2025			
France	100	0	0	0	December 2025			
Germany	98	2	0	0	June 2026			
Greece	32	27	41	0	December 2028			
Hungary	58	11	31	0	December 2028			
Ireland	100	0	0	0	December 2025			
Italy	100	0	0	0	December 2025			
Latvia	53	30	17	0	June 2026			
Lithuania	100	0	0	0	December 2025			
Luxembourg	19	81	0	0	December 2026			
Maastricht UAC	27	73	0	0	December 2027			
Malta	3	26	71	0	December 2026			
Netherlands	42	31	27	0	December 2029			
Norway	53	47	0	0	December 2026			
Poland	100	0	0	0	December 2025			
Portugal	37	30	33	0	December 2026			
Romania	100	0	0	0	December 2025			
Slovak Republic	79	21	0	0	June 2026			
Slovenia	100	0	0	0	December 2025			
Spain	73	0	27	0	July 2026			
Sweden	100	0	0	0	December 2025			
Switzerland	97	3	0	0	June 2026			

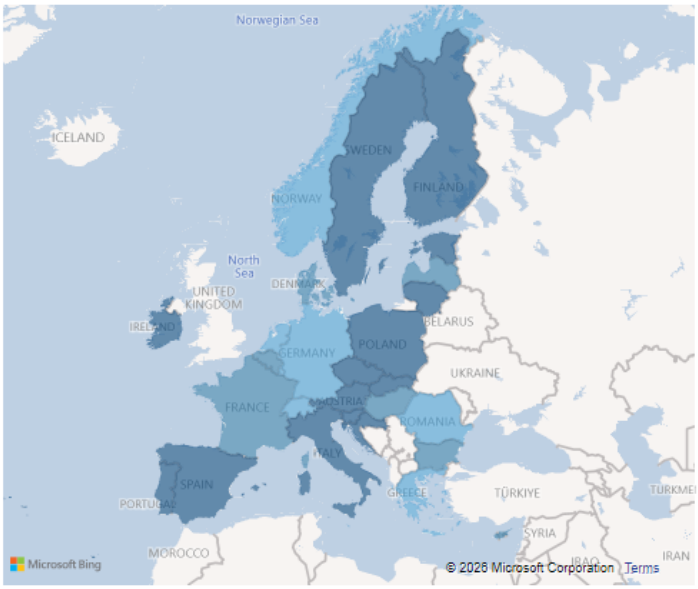
** Completed in April 2026*

	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	Network Manager
Network Manager	100	0	0	0	December 2025	

Family 5.3.1 – Aeronautical Information Exchange

5.3.1 Aeronautical Information Exchange

CP1 Target date	Total # of closed gaps	Total # of open gaps
December 2025	1	30



Gap Implementation Progress

The chart shows the overall Family implementation status, taking into account all inputs coming from involved Stakeholders

- 0%
- 1-25%
- 26-50%
- 51-75%
- 76-99%
- 100% Full Deployment Achieved
- Not applicable

Stakeholder Implementation Status

- Completed with CEF Funding
- Completed without CEF Funding
- Fully covered by CEF Funding
- Ongoing with CEF Funding
- Ongoing without CEF Funding
- Planned
- Not Yet Planned
- Not applicable

Powered by EUROCONTROL

Country	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	ANSP	AISP
Austria	83	12	5	0	December 2027		
Belgium	70	16	14	0	December 2028		
Bulgaria	75	14	11	0	June 2028		
Croatia	83	12	5	0	March 2027		
Cyprus	68	16	16	0	December 2028		
Czech Republic	81	14	5	0	June 2027		
Denmark	68	25	7	0	March 2027		
Estonia	80	15	5	0	May 2030		
Finland	81	13	6	0	May 2030		
France	71	15	14	0	June 2027		
Germany	39	45	16	0	July 2029		
Greece	31	47	22	0	December 2028		
Hungary	51	5	44	0	December 2028		
Ireland	84	11	5	0	June 2027		
Italy	78	17	5	0	December 2026		
Latvia	74	10	16	0	December 2027		
Lithuania	85	10	5	0	March 2032		
Luxembourg	45	25	30	0	December 2028		
Maastricht UAC	55	16	29	0	December 2027		
Malta	32	52	16	0	December 2030		
Netherlands	30	56	14	0	December 2030		
Norway	49	7	44	0	December 2032		
Poland	83	12	5	0	December 2026		
Portugal	83	12	5	0	September 2027		
Romania	40	43	17	0	December 2026		
Slovak Republic	76	20	4	0	March 2030		
Slovenia	85	9	6	0	May 2027		
Spain	89	10	1	0	December 2027		
Sweden	84	11	5	0	March 2027		
Switzerland	38	0	46	16	*		

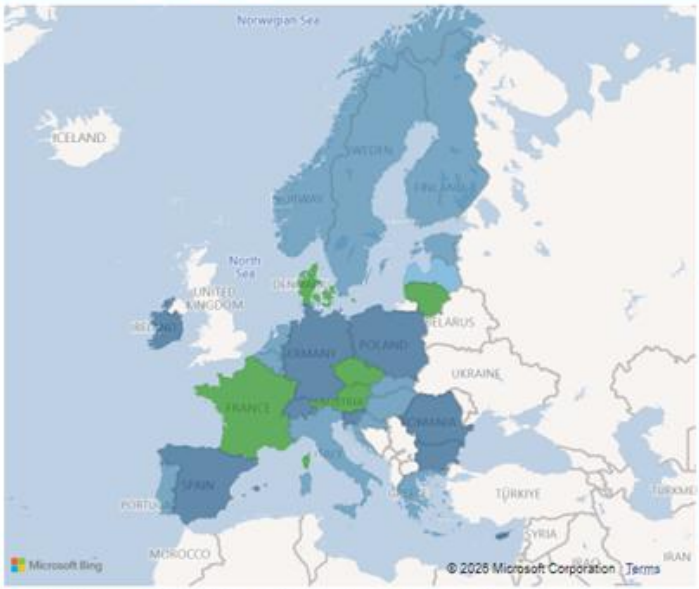
** The remaining scope of the Gap is Not yet Planned*

	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	Network Manager
Network Manager	100	0	0	0	December 2021	

Family 5.4.1 – Meteorological Information Exchange

5.4.1 Meteorological Information Exchange

CP1 Target date	Total # of closed gaps	Total # of open gaps
December 2025	6	25



Gap Implementation Progress

The chart shows the overall Family implementation status, taking into account all inputs coming from involved Stakeholders

- 0%
- 1-25%
- 26-50%
- 51-75%
- 76-99%
- 100% Full Deployment Achieved
- Not applicable

Stakeholder Implementation Status

- Completed with CEF Funding
- Completed without CEF Funding
- Fully covered by CEF Funding
- Ongoing with CEF Funding
- Ongoing without CEF Funding
- Planned
- Not Yet Planned
- Not applicable

Powered by EUROCONTROL

Country	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	ANSP	MET
Austria	100	0	0	0	December 2025		
Belgium	62	8	30	0	December 2028		
Bulgaria	88	7	5	0	June 2026		
Croatia	69	15	16	0	April 2026		
Cyprus	76	5	19	0	December 2030		
Czech Republic	100	0	0	0	December 2025		
Denmark	100	0	0	0	December 2025		
Estonia	52	25	23	0	May 2030		
Finland	60	16	24	0	May 2030		
France	100	0	0	0	December 2025		
Germany	94	3	3	0	December 2032		
Greece	65	11	24	0	December 2028		
Hungary	57	24	19	0	December 2028		
Ireland	91	3	6	0	December 2029		
Italy	69	15	16	0	December 2026		
Latvia	46	32	22	0	December 2027		
Lithuania	100	0	0	0	December 2025		
Luxembourg	63	19	15	3	*		
Maastricht UAC	54	4	42	0	December 2027		
Malta	33	14	53	0	December 2030		
Netherlands	67	17	16	0	December 2027		
Norway	55	3	42	0	December 2032		
Poland	92	3	5	0	March 2026 **		
Portugal	68	13	16	3	*		
Romania	95	3	2	0	June 2026		
Slovak Republic	74	11	15	0	June 2026		
Slovenia	79	5	16	0	October 2026		
Spain	80	8	12	0	July 2026		
Sweden	61	17	22	0	December 2026		
Switzerland	84	2	6	8	*		

** The remaining scope of the Gap is Not yet Planned*

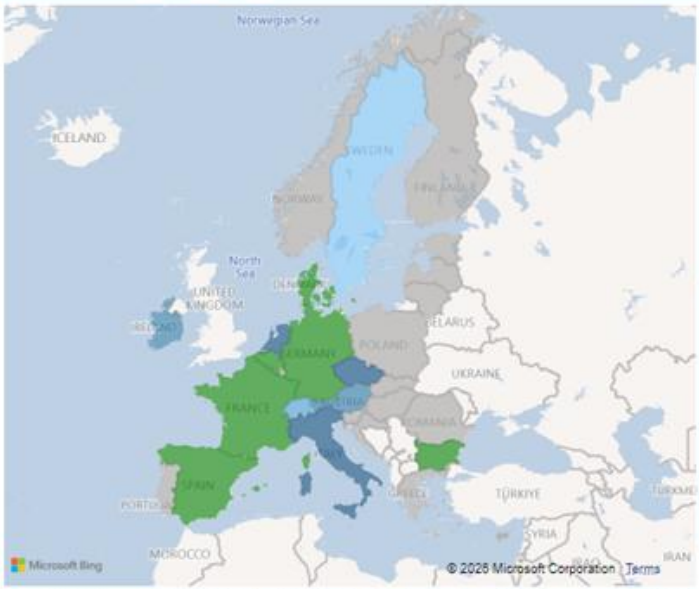
*** Completed in March 2026*

	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	Network Manager
Network Manager	100	0	0	0	December 2025	

Family 5.5.1 – Cooperative Network Information Exchange

5.5.1 Cooperative Network Information Exchange

CP1 Target date	Total # of closed gaps	Total # of open gaps
December 2025	8	7



Gap Implementation Progress

The chart shows the overall Family implementation status, taking into account all inputs coming from involved Stakeholders

- 0%
- 1-25%
- 26-50%
- 51-75%
- 76-99%
- 100% Full Deployment Achieved
- Not applicable

Stakeholder Implementation Status

- Completed with CEF Funding
- Completed without CEF Funding
- Fully covered by CEF Funding
- Ongoing with CEF Funding
- Ongoing without CEF Funding
- Planned
- Not Yet Planned
- Not applicable

Powered by EUROCONTROL

Country	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	ANSP	Airport Operator
Austria	73	7	20	0	March 2026 **		
Belgium	100	0	0	0	September 2025		
Bulgaria	100	0	0	0	December 2025		
Croatia	0	0	0	0			
Cyprus	0	0	0	0			
Czech Republic	93	7	0	0	December 2027		
Denmark	100	0	0	0	December 2024		
Estonia	0	0	0	0			
Finland	0	0	0	0			
France	100	0	0	0	December 2025		
Germany	100	0	0	0	December 2025		
Greece	0	0	0	0			
Hungary	0	0	0	0			
Ireland	67	13	20	0	June 2026		
Italy	86	0	14	0	March 2026		
Latvia	0	0	0	0			
Lithuania	0	0	0	0			
Luxembourg	0	0	0	0			
Maastricht UAC	100	0	0	0	December 2021		
Malta	0	0	0	0			
Netherlands	90	0	10	0	June 2026		
Norway	0	0	0	0			
Poland	0	0	0	0			
Portugal	0	0	0	0			
Romania	0	0	0	0			
Slovak Republic	0	0	0	0			
Slovenia	0	0	0	0			
Spain	100	0	0	0	December 2025		
Sweden	14	40	46	0	June 2026		
Switzerland	50	6	4	40	*		

** The remaining scope of the Gap is Not yet Planned*

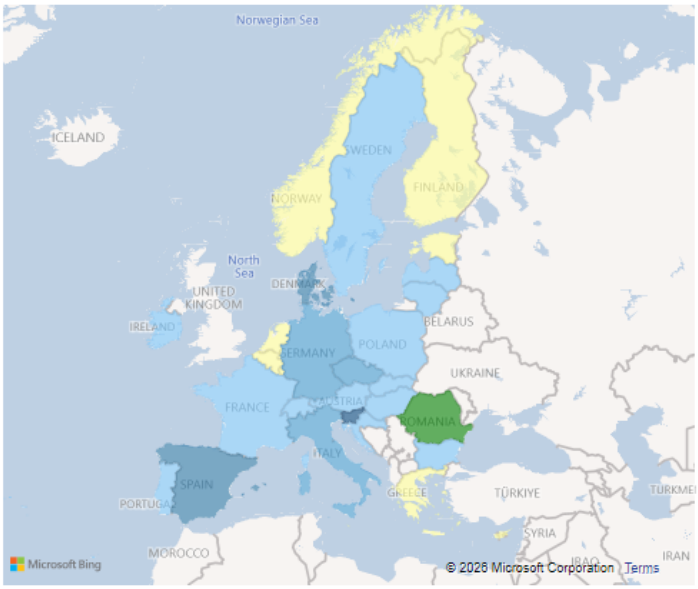
*** Completed in April 2026*

	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	Network Manager
Network Manager	100	0	0	0	December 2021	

Family 5.6.1 - Flight Information Exchange

5.6.1 Flight Information Exchange

CP1 Target date	Total # of closed gaps	Total # of open gaps
December 2025	2	29



Gap Implementation Progress

The chart shows the overall Family implementation status, taking into account all inputs coming from involved Stakeholders

- 0%
- 1-25%
- 26-50%
- 51-75%
- 76-99%
- 100% Full Deployment Achieved
- Not applicable

Stakeholder Implementation Status

- Completed with CEF Funding
- Completed without CEF Funding
- Fully covered by CEF Funding
- Ongoing with CEF Funding
- Ongoing without CEF Funding
- Planned
- Not Yet Planned
- Not applicable

Powered by EUROCONTROL

Country	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	ANSP
Austria	25	0	75	0	September 2028	
Belgium	0	0	100	0	December 2028	
Bulgaria	10	30	60	0	May 2028	
Croatia	20	60	20	0	February 2028	
Cyprus	0	0	100	0	December 2030	
Czech Republic	45	15	40	0	December 2032	
Denmark	53	32	15	0	December 2029	
Estonia	0	0	100	0	May 2030	
Finland	0	0	100	0	May 2030	
France	25	0	75	0	December 2029	
Germany	48	2	50	0	*	
Greece	0	0	100	0	December 2029	
Hungary	16	31	53	0	December 2028	
Ireland	24	56	20	0	December 2029	
Italy	28	53	19	0	December 2028	
Latvia	20	60	20	0	December 2029	
Lithuania	10	30	60	0	December 2032	
Luxembourg	0	0	100	0	December 2029	
Maastricht UAC	33	0	67	0	December 2027	
Malta	0	0	80	20	*	
Netherlands	0	0	85	15	*	
Norway	0	0	12	88	*	
Poland	20	30	38	12	*	
Portugal	4	13	83	0	March 2030	
Romania	100	0	0	0	December 2025	
Slovak Republic	15	45	40	0	March 2030	
Slovenia	85	2	13	0	March 2026	
Spain	68	22	10	0	December 2029	
Sweden	20	0	75	5	*	
Switzerland	5	5	75	15	*	

** The remaining scope of the Gap is Not yet Planned*

	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	Network Manager
Network Manager	100	0	0	0	December 2022	

AF5 – SWIM Service View

SWIM Services Implementation – Overview of deployment activities

Whilst the completion of AF5 SWIM Families have been generally postponed, progress in 2025 shows remarkable acceleration. With 24% of gaps now closed (33 out of 140) and the deployment progress per gap jumping from 39% in 2024 to 64% in 2025, a strong recovery effort is observed. Most notably, SWIM service provision is now progressing since 43% of service providers have completed the implementation. The focus for the coming years will therefore be on accelerating service consumption, so that the progress achieved can fully translate into operational benefits.

Awareness of the SWIM requirements has continued to increase, as shown by the growing number of countries actively addressing the deployment of SWIM services, and by the fact that gaps previously reported as not yet planned have now been brought to zero.

In 2025, more than 100 services in the SWIM Registry were made available by the ANSPs, the MET Providers and NM.

Furthermore, multi-Stakeholders Implementation Projects awarded and in execution in the context of CEF Call 2022 and CEF Call 2023, are supporting the implementation of ASM and AIM SWIM services in Family 5.3.1, the implementation of Meteorological Information services in Family 5.4.1 and the implementation of FF-ICE/R1 in Family 5.6.1, accelerating their progress to date.

The following main facts can be highlighted regarding AF5 Families dealing with SWIM services.

Family 5.3.1 – *Aeronautical Information Exchange* - Thanks to the collaborative efforts within the Aeronautical Information SWIM Service Subgroup (A3SG), significant progress has been achieved in the definition and description of the Aeronautical Information Management (AIM) SWIM services to be deployed. Progress in the implementation of the Digital NOTAM service, the Aerodrome Mapping service, and the Aeronautical Information Feature service has increased.

Despite this progress, the implementation of AIM SWIM services remains delayed for the majority of Aeronautical Information Service Providers (AISPs). This situation is primarily due to the dependency on the availability of the Enhanced European AIS Database (eEAD), which is being deployed by the NM.

The CP1-conformant version of the eEAD is currently expected to become available from Q2 2026 onwards. As a result, AISPs that rely on the eEAD for the provision and/or consumption of AIM SWIM services will only be able to complete the CP1 AIM scope once the new eEAD functionalities are fully deployed and operational, allowing them to start the necessary migration and training processes.

According to the current deployment roadmap, CP1-related AIS/AIM capabilities within the eEAD are planned to become operationally available for primarily B2C clients from May 2026 and with full capabilities in the course of 2027.

To address these challenges, SDM has launched an AIM/SWIM support initiative, whose objective is to develop an AIM/SWIM implementation roadmap defining a robust CP1 implementation plan that considers the current delays and dependencies. An AIM workshop was held in October 2025 in the framework of this initiative. The final release of the AIM Roadmap 2025 will be published by June 2026.

The initiative will also deliver an update of the Operational Data Completeness (ODC) catalogue template and further develop AIM consumption use cases, with the aim of clarifying operational needs and better aligning stakeholder requirements with system capabilities.

SDM carried out bilateral interviews with 28 stakeholders, who highlighted the need for a consistent, enforceable framework for aeronautical data provision on local level in which also small and medium data originators provide aeronautical data and information, particularly with regards to AIXM 5.1 syntax and data centralisation aspects. In addition, concerns were raised regarding the timeline for the decommissioning of the existing EAD system (end of June 2027), given the short transition window towards eEAD.

To address these concerns, a joint mitigation plan (stakeholders, NM, SDM) will be elaborated to mitigate the risks connected to the decommissioning of EAD. This mitigation plan will include four specific decision milestones. Depending on the status of eEAD and local system deployment at these milestones, reassessments are to be made and respective actions to be taken, leading to the identification of mitigation options including possible EAD lifecycle-prolongation.

Regarding Airspace Management (ASM) services, implementation is already at an advanced stage and is further supported by the CEF IP 2022_020_AF5 "ASM SWIM" project, which involves implementing partners from ten countries (Austria, Croatia, France, Ireland, Malta, Lithuania, Poland, Portugal, Spain and Sweden). However, the consumption of the Airspace Reservation (ARES) service within the ATC systems is expected to be operational beyond the CP1 target date by several stakeholders. This delay is primarily due to the technical complexity associated with integrating the consumption of real-time airspace reservation data into ATC systems. ATC systems are required to consume information related to the real-time activation and deactivation of airspace reservations directly from the local ASM tools (e.g. LARA), to display the relevant reservation data in real-time on Air Traffic Controllers' Controller Working Positions (CWPs).

Most ANSPs are currently in the process of upgrading their ATC systems, and these system upgrade programmes, which are a prerequisite for the implementation of this functionality, will be deployed over the next years.

Nevertheless, 14 countries (Austria, Croatia, Czech Republic, Denmark, France, Ireland, Italy, Lithuania, Poland, Portugal, Romania, Slovenia, Sweden and Switzerland) are expected to enable this functionality by 2026, some supported by an interim mitigation measure. Specifically, a translation mechanism may be deployed to enable real-time ASM data exchange between the local ASM tools and legacy ATC systems. This approach would ensure operational and functional compliance while ATC system upgrades are progressively implemented.

Another aspect of ARES implementation requiring close monitoring concerns the exchange of information related to cross-border operations, where such exchanges are justified by operational requirements. In accordance with CP1 provisions, all ANSPs shall consume the available ARES services from neighbouring ANSPs with whom cross-border operations have been agreed and are in place. In this context, the ASM support system of the ANSP is required to consume and use the information provided by ARES services for cross-border operations, including information related to the activation, de-activation, and release of airspace reservations.

Progress in implementing this functionality may be slower in certain States, as state-to-state agreements constitute a prerequisite for the exchange of such data. Consequently, implementation is progressing more gradually in those States that have only recently initiated bilateral coordination with neighbouring ANSPs. Secondly, due to the geopolitical situation, the need for military restricted areas may change. In that case, there will be an impact on the completion of the ARES service, as cross boarder coordination for new or extended areas or changed traffic flow may arise. SDM will follow any development in this area closely.

Family 5.4.1 – *Meteorological Information Exchange* is steadily progressing among meteorological (MET) service providers, having approximately 50% of the expected SWIM services already registered. Some of these implementations were supported by the multi-stakeholder CEF IP 2023_541_AF5 "Common Proposal – 5.4.1 Meteorological Information Exchange", involving operational stakeholders from three countries (Spain, Lithuania and Sweden). The remaining delays observed in 2025 for the provision of MET SWIM Services can primarily be explained by the need for discussions on a harmonized approach for the API implementations for the METAR/SPECI, TAF and SIGMET services, leading to late availability of additional technical guidance. Having coordinated this topic via the MET SWIM Services Subgroup (MET3SG), MET providers have since aligned their approaches on this topic. Another factor in the delay is the requirements regarding IT security, both on provider and consumer side. Since addressing these outstanding issues, provision of the remaining CP1 MET SWIM services is therefore expected to reach 90% by the end of 2026.

Concerning the consumption side, delays are primarily due to the need to upgrade Flight Data Processing (FDP) systems, which is a core component of ATM systems. They must be capable of processing and using meteorological information, such as gridded upper wind data (for trajectory or flight profile calculations) and local pressure measurements (QNH). At present, the update cycles of the systems are not fully aligned with the CP1 timeframe. Delays in consumption are also linked to the late availability of services on the SWIM Registry from the provision side, meaning testing and other pre-requisite phases for the consumption of the service were shifted later.

Regarding the Volcanic Ash Mass Concentration service, Quantitative Volcanic Ash (QVA) data is already provided by VAAC London and VAAC Toulouse. Considering that these services were made available since November 2025, the limited testing window prior to the CP1 deadline has affected the timely completion of full validation activities. Moreover, the operational use of volcanic ash data is limited, as the ICAO EUR/NAT Doc. 019 (Volcanic Ash Contingency Plan) is still based on legacy charts, to be replaced by QVA.

SDM (together with NM, IATA, ICAO and MET Providers) established a Task Team on the subject, leading EUR/NAT ICAO office to establish a project team which will draft an updated Volcanic Ash Contingency Plan, with operational user guidance to the use of QVA.

For the Aerodrome and En-Route and Approach Meteorological Information Services, delays are mainly linked to the transition to IWXXM-compliant meteorological products and the necessary upgrades of FDP systems required to consume the associated services and data. As a mitigation measure, some MET providers have implemented automated pre-validation tools to ensure IWXXM message conformity.

Regarding the Network Meteorological Information Service, no significant delays are currently registered. The provision of the CBCF (Cross-Border Convection Forecast) service is already ensured by DWD on behalf of the participating MET providers. To facilitate service consumption, several mandated ANSPs will use the EuFoCS production system, where the current versions of the CBCF forecasts are available for operational use through a web interface also provided by DWD.

As an overarching mitigation action, the MET SWIM Services Subgroup (MET3SG), in close collaboration with SDM, continues to actively develop and update implementation guidelines aimed at facilitating both the provision and consumption of MET SWIM services.

Family 5.5.1 – *Cooperative Network Information Exchange* - Services provision implementation can be considered well progressing thanks to the advanced stage of NM B2B services provision. Nevertheless, most of service consumers (ANSPs, AOs, AUs) are relying on the B2C connection through NM systems which already provide the means to exchange the CP1 requested information to NM. In fact, Operational Stakeholders may declare the requirements related to Family 5.5.1 (except for the Flight Management Service - FMS) as not applicable when the compliance with AF4 functionalities and access/availability of the Cooperative Network Information Exchange is granted by the usage of tools provided by NM. Delays are mainly linked to the ATFCM Tactical Updates Service (Airport Capacity and Enroute), Measures Service (Traffic Regulation), MCDM Service (STAM measures and Slots) and Flight Management Service. With regards to FMS, SDM and EUROCONTROL in collaboration with ACI, have launched a campaign to closely monitor and sequence the validation activities of the stakeholders to achieve the technical capability to provide DPIs, P-DPIs, APIs and to consume FUM messages via B2B.

Family 5.6.1 – *Flight Information Exchange* includes the three FF-ICE SWIM services and the Extended Arrival Sequence SWIM service. Europe is pioneering the deployment of FF-ICE Release 1 concept thanks to CEF IP 2016_100_AF4 "Provision of EFPL data and initial FF-ICE/ 1 readiness" which allowed Lufthansa to file the first eFPL in operation in December 2022 as well as CEF IP 2022_035_AF5 "FF-ICE R1 - eFPL", about to be successfully completed, involving 4 countries (France, Germany, Poland, and Romania) and 2 airspace users (Air France and KLM).

The transition to FF-ICE involves multiple stakeholders, including the Network Manager (NM), Airspace Users (AUs) and Air Navigation Service Providers (ANSPs), covering the full flight plan lifecycle from origination to distribution to the relevant ATS units (ATSUs). Romania completed the implementation in December 2025, while Spain completed the Notification Service by December 2025. Czech Republic completed the implementation of the three FF-ICE services in April 2026. In addition, nine other countries plan to achieve partial implementation at validation or operational level during 2026.

However, all remaining countries and MUAC have reported completion dates ranging from 2027 to 2035. These delays are largely driven by the need to upgrade Flight Data Processing (FDP) systems to process FF-ICE data. Many ANSPs are undertaking these upgrades as part of broader ATM system modernisation programmes, which significantly affects implementation timelines. For the economic impact of delays in the implementation of FF-ICE, please refer to "AF5 and AF6 Sensitivity Analysis", issued in December 2024.

To support implementation, the FF-ICE Implementation Support Initiative, jointly managed by SDM and the Network Manager, continues to assist the different stakeholder communities involved in the deployment. SDM has organised several workshops with Airspace Users to raise awareness of the mandated implementation and with ANSPs to share initial lessons learned and implementation approaches for ATM systems. In addition, the third edition of the FF-ICE Implementation Roadmap has been developed, providing additional information, together with a set of support actions planned by SDM to facilitate implementation. One concrete outcome of this initiative is the recognition that flight plan changes/updates are introduced not only by Airspace Users, but also by other stakeholders (e.g ground handlers). This results in inconsistent updates to the eFPLs, because the old ICAO FPL2012 format is used. In close cooperation with Airspace Users, SDM will therefore carry out a mapping of the various sources of these

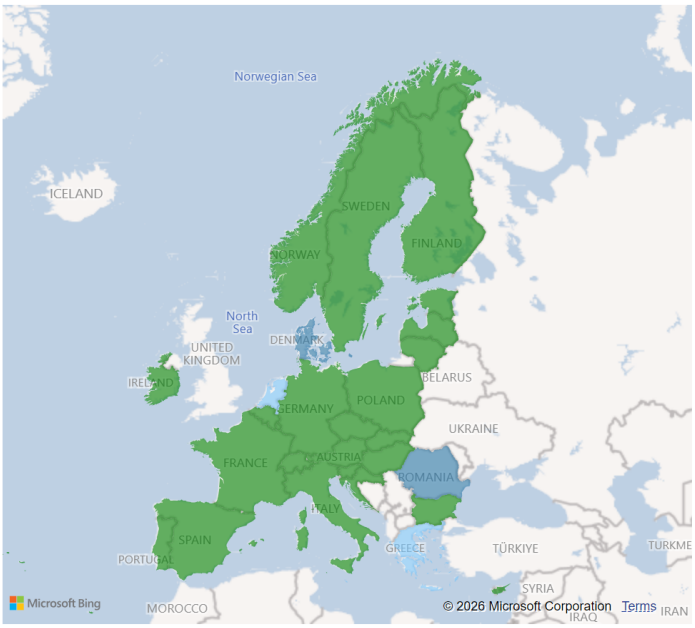
updates to develop a clear understanding of the scale of the issue. It should be emphasised that this issue needs to be resolved to enable the full implementation of FF-ICE.

Family 5.6.1 – *Extended Arrival Sequence Service*. EUROCAE has recently published an update of the standard as ED-254A, which addresses ambiguities identified during early implementations, and aims to reduce variability and to enhance interoperability across stakeholder systems. However, the ongoing upgrades of local Flight Data Processing (FDP) and Arrival Management (AMAN) systems required to support Extended Arrival Sequence message exchange and trajectory data, are negatively affecting the foreseen implementation dates, mainly in the timeframe 2026-2028. The SDM AF1 Coordination Platform, already referred to in AF1, serves as a mitigation action to support and accelerate its implementation achieving full interoperability. From 2026, SDM will offer a targeted implementation support in the form of an enhanced monitoring mechanism aimed at improving planning and execution visibility of the Extended AMAN SWIM service implementations, both for implementers transitioning from the legacy technology (migrations) and those implementing SWIM from scratch (greenfield).

Family 5.3.1 – SWIM Services

Airspace Structure Service

5.3.1Aeronautical Information Exchange - Airspace structure service



Gap Implementation Progress

The chart shows the overall Family implementation status, taking into account all inputs coming from involved Stakeholders

- 0%
- 1-25%
- 26-50%
- 51-75%
- 76-99%
- 100% Full Deployment Achieved
- Not applicable

Stakeholder Implementation Status

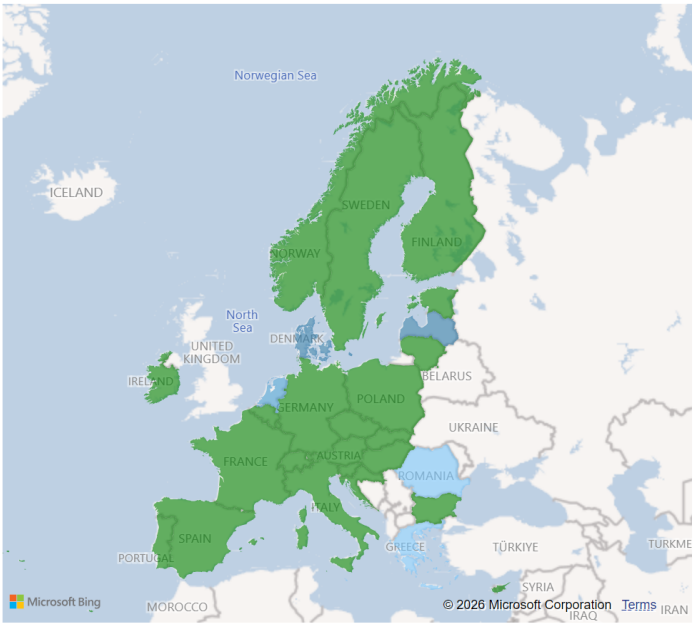
- Completed with CEF Funding
- Completed without CEF Funding
- Fully covered by CEF Funding
- Ongoing with CEF Funding
- Ongoing without CEF Funding
- Planned
- Not Yet Planned
- Not applicable

Powered by EUROCONTROL

Country	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	Provider: Network Manager	Consumer: ANSP
Austria	100	0	0	0	May 2024		
Belgium	100	0	0	0	October 2024		
Bulgaria	100	0	0	0	April 2017		
Croatia	100	0	0	0	December 2025		
Cyprus	100	0	0	0	November 2023		
Czech Republic	100	0	0	0	July 2024		
Denmark	68	32	0	0	June 2026		
Estonia	100	0	0	0	June 2020		
Finland	100	0	0	0	September 2022		
France	100	0	0	0	December 2021		
Germany	100	0	0	0	December 2021		
Greece	5	45	50	0	December 2028		
Hungary	100	0	0	0	January 2016		
Ireland	100	0	0	0	August 2025		
Italy	100	0	0	0	December 2021		
Latvia	100	0	0	0	April 2025		
Lithuania	100	0	0	0	March 2021		
Luxembourg	100	0	0	0	December 2024		
Maastricht UAC	100	0	0	0	December 2021		
Malta	10	90	0	0	December 2030		
Netherlands	25	75	0	0	December 2030		
Norway	100	0	0	0	January 2022		
Poland	100	0	0	0	December 2018		
Portugal	100	0	0	0	December 2024		
Romania	55	45	0	0	December 2026		
Slovak Republic	100	0	0	0	November 2021		
Slovenia	100	0	0	0	December 2025		
Spain	100	0	0	0	January 2020		
Sweden	100	0	0	0	December 2023		
Switzerland	100	0	0	0	December 2022		

Airspace Availability Service

5.3.1Aeronautical Information Exchange - Airspace Availability Service



Gap Implementation Progress

The chart shows the overall Family implementation status, taking into account all inputs coming from involved Stakeholders

- 0%
- 1-25%
- 26-50%
- 51-75%
- 76-99%
- 100% Full Deployment Achieved
- Not applicable

Stakeholder Implementation Status

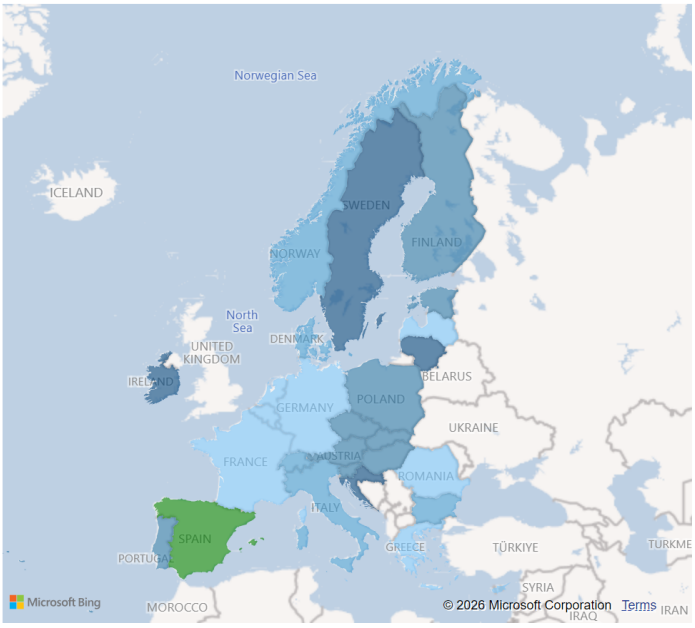
- Completed with CEF Funding
- Completed without CEF Funding
- Fully covered by CEF Funding
- Ongoing with CEF Funding
- Ongoing without CEF Funding
- Planned
- Not Yet Planned
- Not applicable

Powered by EUROCONTROL

Country	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	Provider: Network Manager	Consumer: ANSP
Austria	100	0	0	0	May 2024		
Belgium	100	0	0	0	September 2025		
Bulgaria	100	0	0	0	December 2023		
Croatia	100	0	0	0	December 2025		
Cyprus	100	0	0	0	May 2021		
Czech Republic	100	0	0	0	July 2024		
Denmark	75	25	0	0	June 2026		
Estonia	100	0	0	0	December 2022		
Finland	100	0	0	0	September 2022		
France	100	0	0	0	December 2021		
Germany	100	0	0	0	December 2021		
Greece	10	90	0	0	December 2028		
Hungary	100	0	0	0	January 2016		
Ireland	100	0	0	0	August 2025		
Italy	100	0	0	0	December 2021		
Latvia	75	25	0	0	December 2027		
Lithuania	100	0	0	0	March 2021		
Luxembourg	100	0	0	0	December 2024		
Maastricht UAC	100	0	0	0	December 2023		
Malta	10	90	0	0	December 2030		
Netherlands	40	60	0	0	December 2030		
Norway	100	0	0	0	January 2023		
Poland	100	0	0	0	December 2018		
Portugal	100	0	0	0	December 2024		
Romania	10	90	0	0	December 2026		
Slovak Republic	100	0	0	0	November 2021		
Slovenia	100	0	0	0	December 2025		
Spain	100	0	0	0	January 2020		
Sweden	100	0	0	0	December 2023		
Switzerland	100	0	0	0	December 2022		

Airspace Reservation (ARES) Service

5.3.1Aeronautical Information Exchange - Airspace Reservation (ARES)



Gap Implementation Progress

The chart shows the overall Family implementation status, taking into account all inputs coming from involved Stakeholders

- 0%
- 1-25%
- 26-50%
- 51-75%
- 76-99%
- 100% Full Deployment Achieved
- Not applicable

Stakeholder Implementation Status

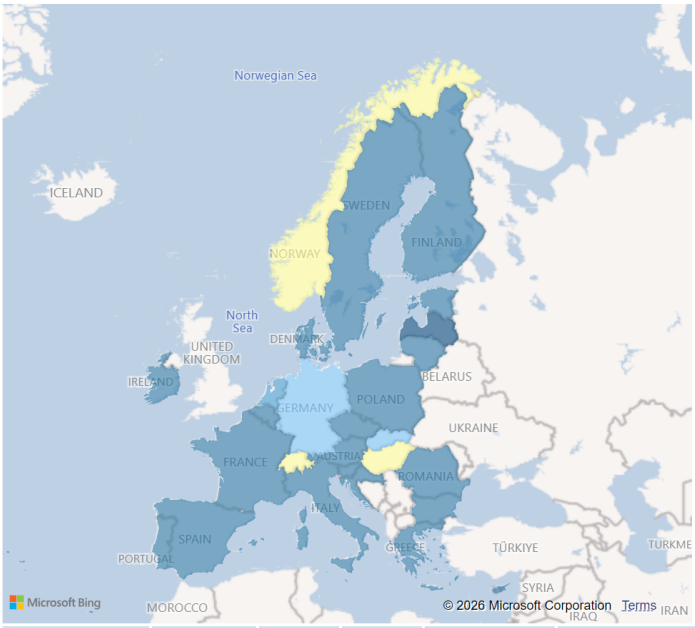
- Completed with CEF Funding
- Completed without CEF Funding
- Fully covered by CEF Funding
- Ongoing with CEF Funding
- Ongoing without CEF Funding
- Planned
- Not Yet Planned
- Not applicable

Powered by EUROCONTROL

Country	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	Provider	Consumer
						ANSP	ANSP
Austria	67	13	20	0	April 2026		
Belgium	14	40	46	0	December 2028		
Bulgaria	30	24	46	0	June 2028		
Croatia	80	0	20	0	May 2026		
Cyprus	3	24	73	0	December 2028		
Czech Republic	59	21	20	0	December 2026		
Denmark	45	35	20	0	June 2026		
Estonia	55	25	20	0	May 2030		
Finland	67	13	20	0	May 2030		
France	3	24	73	0	December 2026		
Germany	3	24	73	0	July 2029		
Greece	11	69	20	0	December 2028		
Hungary	55	25	20	0	December 2028		
Ireland	80	0	20	0	May 2026		
Italy	45	35	20	0	September 2026		
Latvia	20	7	73	0	December 2027		
Lithuania	80	0	20	0	May 2026		
Luxembourg	14	40	46	0	December 2028		
Maastricht UAC	33	40	27	0	December 2027		
Malta	3	24	73	0	December 2030		
Netherlands	20	7	73	0	December 2030		
Norway	30	24	46	0	December 2032		
Poland	54	26	20	0	December 2026		
Portugal	75	5	20	0	May 2026		
Romania	5	49	46	0	December 2026		
Slovak Republic	62	18	20	0	March 2030		
Slovenia	75	5	20	0	February 2026		
Spain	100	0	0	0	December 2025		
Sweden	80	0	20	0	May 2026		
Switzerland	27	0	73	0	December 2026		

Digital NOTAM Service

5.3.1Aeronautical Information Exchange – Digital NOTAM service



Gap Implementation Progress

The chart shows the overall Family implementation status, taking into account all inputs coming from involved Stakeholders

- 0%
- 1-25%
- 26-50%
- 51-75%
- 76-99%
- 100% Full Deployment Achieved
- Not applicable

Stakeholder Implementation Status

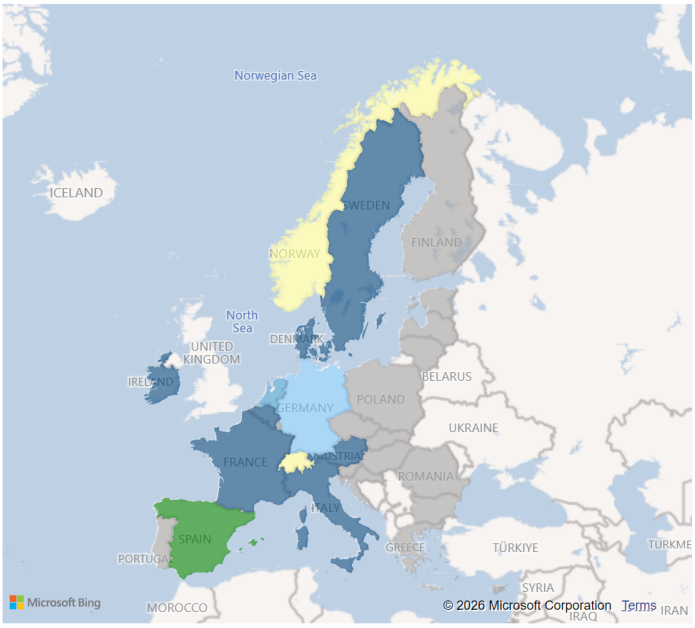
- Completed with CEF Funding
- Completed without CEF Funding
- Fully covered by CEF Funding
- Ongoing with CEF Funding
- Ongoing without CEF Funding
- Planned
- Not Yet Planned
- Not applicable

Powered by EUROCONTROL

Country	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	Provider	Consumer
						AISP	ANSP
Austria	72	24	4	0	December 2027		
Belgium	64	16	20	0	December 2028		
Bulgaria	72	24	4	0	December 2026		
Croatia	67	29	4	0	March 2027		
Cyprus	72	24	4	0	October 2026		
Czech Republic	72	24	4	0	June 2027		
Denmark	72	24	4	0	March 2027		
Estonia	72	24	4	0	April 2026		
Finland	67	29	4	0	March 2030		
France	72	24	4	0	June 2027		
Germany	8	72	20	0	July 2029		
Greece	64	16	20	0	December 2028		
Hungary	0	0	100	0	December 2028		
Ireland	72	24	4	0	June 2027		
Italy	72	24	4	0	December 2026		
Latvia	88	8	4	0	December 2027		
Lithuania	72	24	4	0	March 2032		
Luxembourg	11	85	4	0	March 2028		
Maastricht UAC	40	40	20	0	December 2027		
Malta	67	29	4	0	December 2030		
Netherlands	34	62	4	0	June 2027		
Norway	0	0	100	0	December 2027		
Poland	72	24	4	0	May 2026		
Portugal	72	24	4	0	September 2027		
Romania	64	16	20	0	December 2026		
Slovak Republic	16	80	4	0	December 2027		
Slovenia	72	24	4	0	May 2027		
Spain	67	29	4	0	December 2027		
Sweden	72	24	4	0	March 2027		
Switzerland	0	0	100	0	December 2027		

Aerodrome Mapping Service

5.3.1Aeronautical Information Exchange - Aerodrome mapping service



Gap Implementation Progress

The chart shows the overall Family implementation status, taking into account all inputs coming from involved Stakeholders

- 0%
- 1-25%
- 26-50%
- 51-75%
- 76-99%
- 100% Full Deployment Achieved
- Not applicable

Stakeholder Implementation Status

- Completed with CEF Funding
- Completed without CEF Funding
- Fully covered by CEF Funding
- Ongoing with CEF Funding
- Ongoing without CEF Funding
- Planned
- Not Yet Planned
- Not applicable

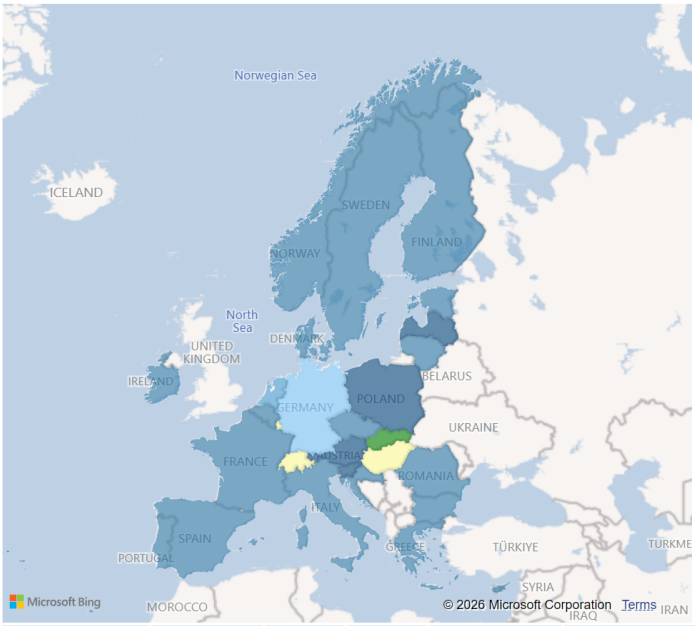
Powered by EUROCONTROL

Country	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	Provider: AISP
Austria	80	20	0	0	December 2027	
Belgium	80	20	0	0	December 2026	
Bulgaria	0	0	0	0		
Croatia	0	0	0	0		
Cyprus	0	0	0	0		
Czech Republic	0	0	0	0		
Denmark	80	20	0	0	March 2027	
Estonia	0	0	0	0		
Finland	0	0	0	0		
France	80	20	0	0	December 2026	
Germany	10	90	0	0	July 2029	
Greece	0	0	0	0		
Hungary	0	0	0	0		
Ireland	80	20	0	0	December 2026	
Italy	80	20	0	0	April 2026	
Latvia	0	0	0	0		
Lithuania	0	0	0	0		
Luxembourg	0	0	0	0		
Maastricht UAC	0	0	0	0		
Malta	0	0	0	0		
Netherlands	33	67	0	0	June 2027	
Norway	0	0	100	0	March 2026	
Poland	0	0	0	0		
Portugal	0	0	0	0		
Romania	0	0	0	0		
Slovak Republic	0	0	0	0		
Slovenia	0	0	0	0		
Spain	100	0	0	0	December 2025	
Sweden	80	20	0	0	December 2026	
Switzerland	0	0	0	100	*	

** The remaining scope of the Gap is Not yet Planned*

Aeronautical Information Features Service

5.3.1Aeronautical Information Exchange - Aeronautical Information Features service



Gap Implementation Progress

The chart shows the overall Family implementation status, taking into account all inputs coming from involved Stakeholders

- 0%
- 1-25%
- 26-50%
- 51-75%
- 76-99%
- 100% Full Deployment Achieved
- Not applicable

Stakeholder Implementation Status

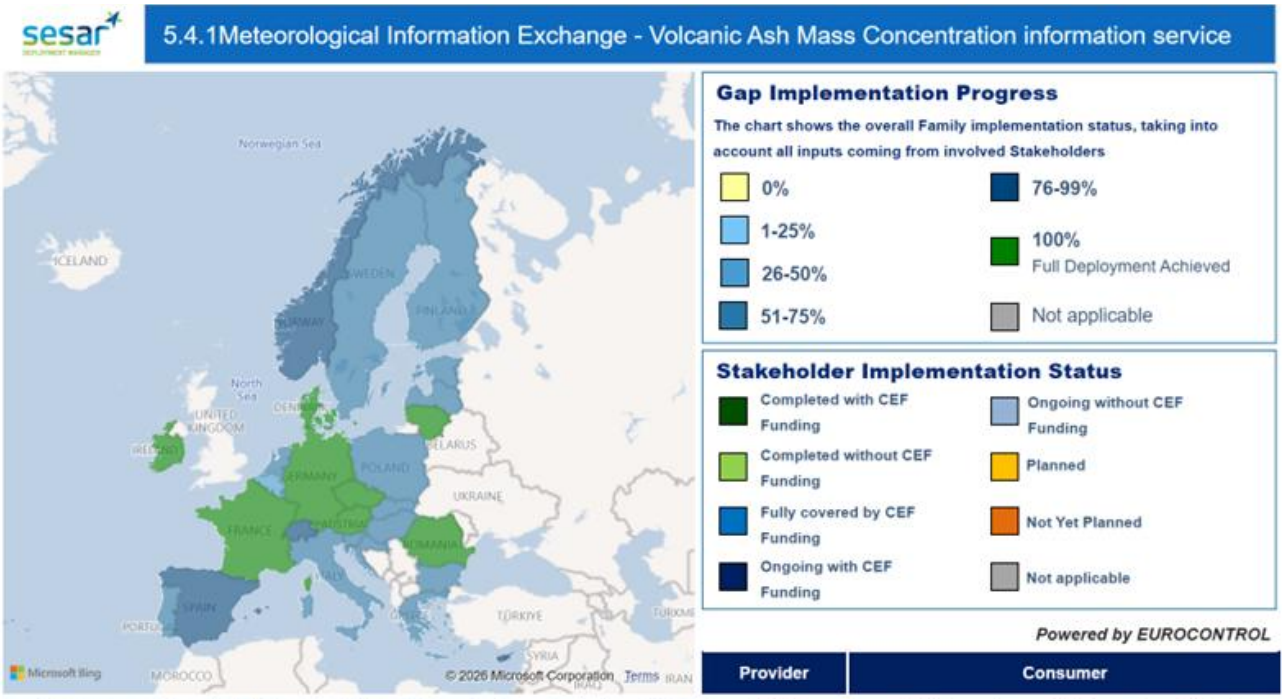
- Completed with CEF Funding
- Completed without CEF Funding
- Fully covered by CEF Funding
- Ongoing with CEF Funding
- Ongoing without CEF Funding
- Planned
- Not Yet Planned
- Not applicable

Powered by EUROCONTROL

Country	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	Provider	Consumer
						AISP	ANSP
Austria	80	16	4	0	December 2027		
Belgium	64	16	20	0	December 2028		
Bulgaria	72	24	4	0	December 2026		
Croatia	67	29	4	0	March 2027		
Cyprus	67	29	4	0	December 2028		
Czech Republic	72	24	4	0	June 2027		
Denmark	64	16	20	0	March 2027		
Estonia	72	24	4	0	April 2026		
Finland	72	24	4	0	March 2030		
France	72	24	4	0	June 2027		
Germany	11	85	4	0	July 2029		
Greece	64	16	20	0	December 2028		
Hungary	0	0	100	0	December 2028		
Ireland	72	24	4	0	December 2026		
Italy	72	24	4	0	June 2026		
Latvia	88	8	4	0	December 2027		
Lithuania	72	24	4	0	March 2032		
Luxembourg	0	0	100	0	March 2028		
Maastricht UAC	0	0	100	0	December 2027		
Malta	67	29	4	0	December 2030		
Netherlands	30	66	4	0	June 2027		
Norway	64	16	20	0	June 2027		
Poland	88	8	4	0	May 2026		
Portugal	67	29	4	0	April 2027		
Romania	64	16	20	0	December 2026		
Slovak Republic	100	0	0	0	December 2025		
Slovenia	80	16	4	0	December 2026		
Spain	67	29	4	0	December 2026		
Sweden	72	24	4	0	April 2026		
Switzerland	0	0	100	0	December 2026		

Family 5.4.1 - SWIM Services

Volcanic Ash Mass Concentration Information Service

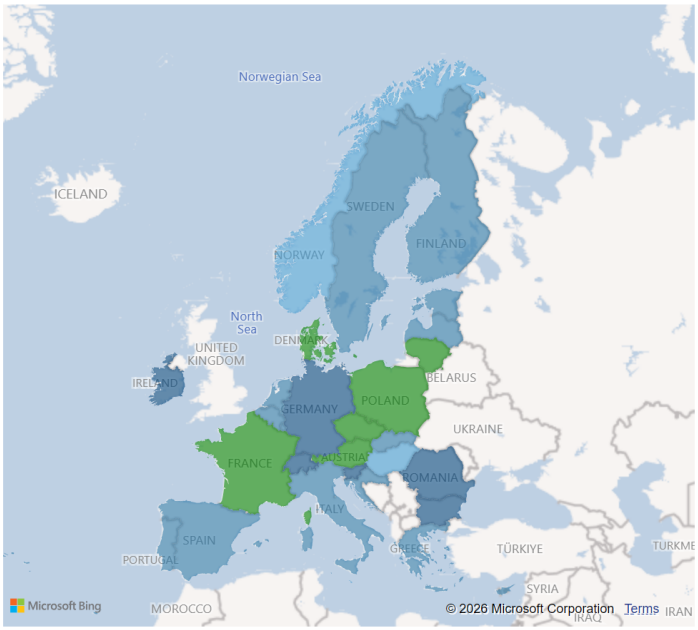


Country	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	Provider: VAAC	Consumer: MET	Consumer: ANSP	Consumer: Network Manager
Austria	100	0	0	0	December 2025				
Belgium	40	0	60	0	December 2028				
Bulgaria	60	20	20	0	April 2026				
Croatia	60	20	20	0	April 2026				
Cyprus	84	0	16	0	December 2026				
Czech Republic	100	0	0	0	December 2025				
Denmark	100	0	0	0	December 2025				
Estonia	65	19	16	0	June 2026				
Finland	60	20	20	0	May 2030				
France	100	0	0	0	December 2025				
Germany	100	0	0	0	December 2025				
Greece	52	12	36	0	December 2028				
Hungary	60	20	20	0	December 2028				
Ireland	100	0	0	0	December 2025				
Italy	60	20	20	0	December 2026				
Latvia	53	27	20	0	December 2027				
Lithuania	100	0	0	0	December 2025				
Luxembourg	55	25	20	0	June 2027				
Maastricht UAC	0	0	100	0	December 2027				
Malta	40	0	60	0	December 2030				
Netherlands	53	27	20	0	December 2027				
Norway	80	0	20	0	December 2032				
Poland	68	12	20	0	March 2026 *				
Portugal	60	20	20	0	December 2026				
Romania	100	0	0	0	December 2025				
Slovak Republic	72	12	16	0	June 2026				
Slovenia	60	20	20	0	October 2026				
Spain	84	0	16	0	July 2026				
Sweden	61	19	20	0	December 2026				
Switzerland	80	0	20	0	June 2026				

** Completed in March 2026*

Aerodrome Meteorological Information Service

5.4.1Meteorological Information Exchange - Aerodrome Meteorological information Service



Gap Implementation Progress

The chart shows the overall Family implementation status, taking into account all inputs coming from involved Stakeholders

- 0%
- 1-25%
- 26-50%
- 51-75%
- 76-99%
- 100% Full Deployment Achieved
- Not applicable

Stakeholder Implementation Status

- Completed with CEF Funding
- Completed without CEF Funding
- Fully covered by CEF Funding
- Ongoing with CEF Funding
- Ongoing without CEF Funding
- Planned
- Not Yet Planned
- Not applicable

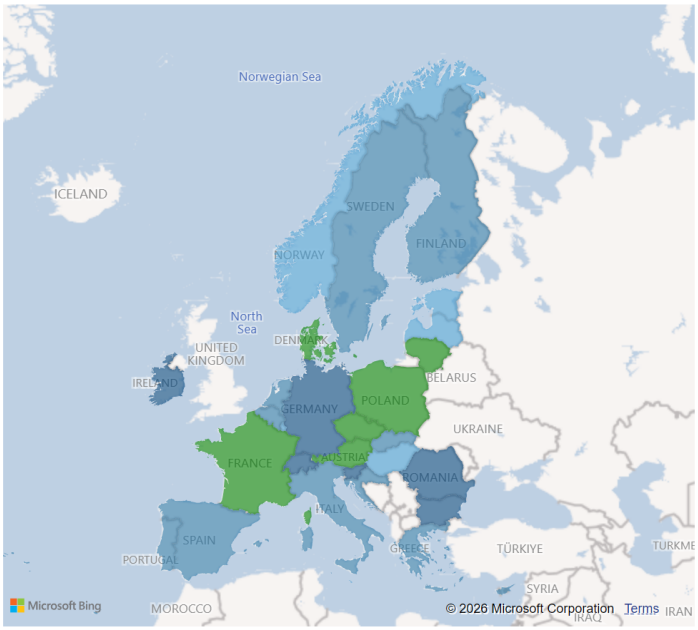
Powered by EUROCONTROL

Country	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	Provider	Consumer	
						MET	MET	ANSP
Austria	100	0	0	0	December 2025			
Belgium	55	16	29	0	December 2028			
Bulgaria	96	4	0	0	June 2026			
Croatia	58	19	23	0	April 2026			
Cyprus	55	16	29	0	December 2030			
Czech Republic	100	0	0	0	December 2025			
Denmark	100	0	0	0	December 2025			
Estonia	58	19	23	0	May 2030			
Finland	62	15	23	0	May 2030			
France	100	0	0	0	December 2025			
Germany	88	5	7	0	December 2032			
Greece	55	16	29	0	December 2028			
Hungary	34	37	29	0	December 2028			
Ireland	88	5	7	0	December 2029			
Italy	58	19	23	0	December 2026			
Latvia	51	27	22	0	December 2027			
Lithuania	100	0	0	0	December 2025			
Luxembourg	58	19	23	0	June 2027			
Maastricht UAC	33	0	67	0	December 2027			
Malta	30	23	47	0	December 2030			
Netherlands	58	19	23	0	December 2027			
Norway	38	9	53	0	December 2032			
Poland	100	0	0	0	December 2025			
Portugal	55	16	16	13	*			
Romania	84	9	7	0	June 2026			
Slovak Republic	62	15	23	0	June 2026			
Slovenia	77	0	23	0	March 2026			
Spain	68	16	16	0	July 2026			
Sweden	65	12	23	0	December 2026			
Switzerland	87	0	0	13	*			

** The remaining scope of the Gap is Not yet Planned*

En-Route and Approach Meteorological information Service

5.4.1Meteorological Information Exchange - En-Route and Approach Meteorological information service



Gap Implementation Progress

The chart shows the overall Family implementation status, taking into account all inputs coming from involved Stakeholders

- 0%
- 1-25%
- 26-50%
- 51-75%
- 76-99%
- 100% Full Deployment Achieved
- Not applicable

Stakeholder Implementation Status

- Completed with CEF Funding
- Completed without CEF Funding
- Fully covered by CEF Funding
- Ongoing with CEF Funding
- Ongoing without CEF Funding
- Planned
- Not Yet Planned
- Not applicable

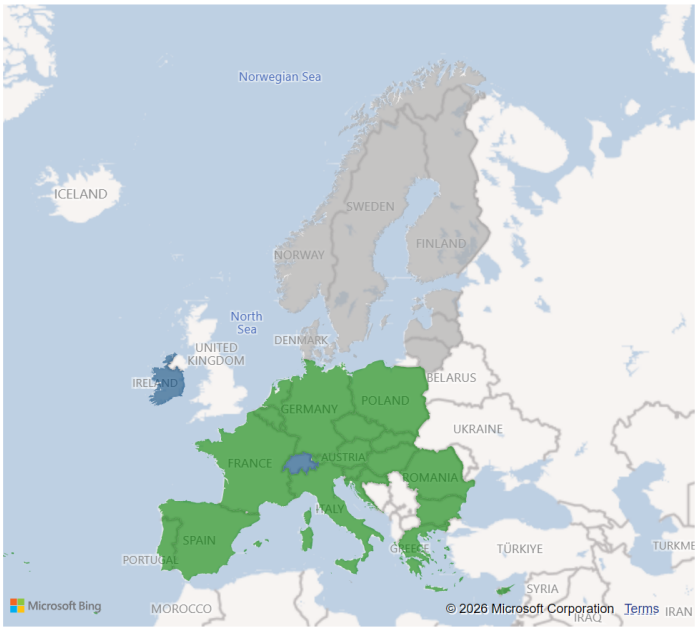
Powered by EUROCONTROL

Country	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	Provider	Consumer	
						MET	MET	ANSP
Austria	100	0	0	0	December 2025			
Belgium	55	16	29	0	December 2028			
Bulgaria	96	4	0	0	June 2026			
Croatia	58	19	23	0	April 2026			
Cyprus	67	4	29	0	December 2030			
Czech Republic	100	0	0	0	December 2025			
Denmark	100	0	0	0	December 2025			
Estonia	34	37	29	0	May 2030			
Finland	59	12	29	0	May 2030			
France	100	0	0	0	December 2025			
Germany	88	5	7	0	December 2032			
Greece	55	16	29	0	December 2028			
Hungary	34	37	29	0	December 2028			
Ireland	87	0	13	0	December 2029			
Italy	58	19	23	0	December 2026			
Latvia	35	42	23	0	December 2027			
Lithuania	100	0	0	0	December 2025			
Luxembourg	37	34	16	13	*			
Maastricht UAC	84	16	0	0	December 2027			
Malta	29	18	53	0	December 2030			
Netherlands	58	19	23	0	December 2027			
Norway	47	0	53	0	June 2030			
Poland	100	0	0	0	December 2025			
Portugal	55	16	29	0	March 2030			
Romania	96	4	0	0	March 2026			
Slovak Republic	62	15	23	0	June 2026			
Slovenia	77	0	23	0	March 2026			
Spain	68	16	16	0	July 2026			
Sweden	58	19	23	0	December 2026			
Switzerland	87	0	0	13	*			

** The remaining scope of the Gap is Not yet Planned*

Network Meteorological Information Service

5.4.1Meteorological Information Exchange - Network Meteorological Information



Gap Implementation Progress

The chart shows the overall Family implementation status, taking into account all inputs coming from involved Stakeholders

- 0%
- 1-25%
- 26-50%
- 51-75%
- 76-99%
- 100% Full Deployment Achieved
- Not applicable

Stakeholder Implementation Status

- Completed with CEF Funding
- Completed without CEF Funding
- Fully covered by CEF Funding
- Ongoing with CEF Funding
- Ongoing without CEF Funding
- Planned
- Not Yet Planned
- Not applicable

Powered by EUROCONTROL

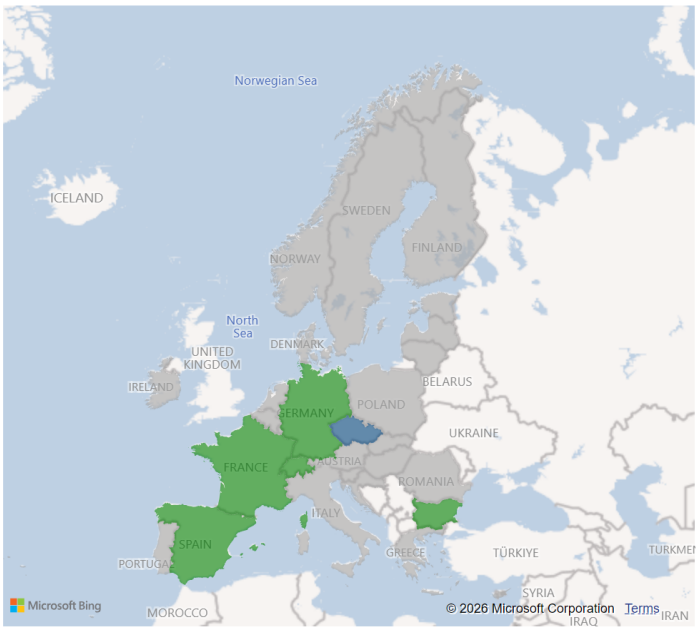
Country	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	Provider	Consumer	
						MET	ANSP	Network Manager
Austria	100	0	0	0	August 2024			
Belgium	100	0	0	0	December 2025			
Bulgaria	100	0	0	0	December 2025			
Croatia	100	0	0	0	December 2025			
Cyprus	100	0	0	0	December 2025			
Czech Republic	100	0	0	0	December 2025			
Denmark	0	0	0	0				
Estonia	0	0	0	0				
Finland	0	0	0	0				
France	100	0	0	0	December 2025			
Germany	100	0	0	0	December 2025			
Greece	100	0	0	0	December 2024			
Hungary	100	0	0	0	December 2024			
Ireland	88	8	4	0	December 2029			
Italy	100	0	0	0	December 2025			
Latvia	0	0	0	0				
Lithuania	0	0	0	0				
Luxembourg	100	0	0	0	December 2025			
Maastricht UAC	100	0	0	0	December 2025			
Malta	0	0	0	0				
Netherlands	100	0	0	0	December 2025			
Norway	0	0	0	0				
Poland	100	0	0	0	December 2025			
Portugal	100	0	0	0	December 2025			
Romania	100	0	0	0	December 2025			
Slovak Republic	100	0	0	0	December 2025			
Slovenia	100	0	0	0	December 2025			
Spain	100	0	0	0	December 2025			
Sweden	0	0	0	0				
Switzerland	81	7	4	8	*			

** The remaining scope of the Gap is Not yet Planned*

Family 5.5.1 - SWIM Services

ATFCM Tactical Updates Service (Airport Capacity and Enroute)

5.5.1Cooperative Network Information Exchange - ATFCM Tactical Updates Service (Airport Capacity and Enroute)



Gap Implementation Progress

The chart shows the overall Family implementation status, taking into account all inputs coming from involved Stakeholders

- 0%
- 1-25%
- 26-50%
- 51-75%
- 76-99%
- 100% Full Deployment Achieved
- Not applicable

Stakeholder Implementation Status

- Completed with CEF Funding
- Completed without CEF Funding
- Fully covered by CEF Funding
- Ongoing with CEF Funding
- Ongoing without CEF Funding
- Planned
- Not Yet Planned
- Not applicable

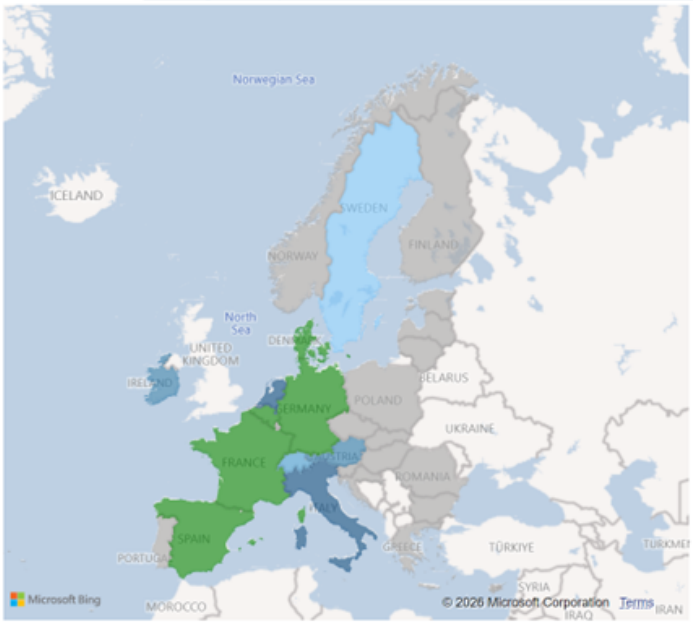
Powered by EUROCONTROL

Country	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	Provider: Network Manager	Consumer: ANSP
Austria	0	0	0	0			
Belgium	0	0	0	0			
Bulgaria	100	0	0	0	December 2025		
Croatia	0	0	0	0			
Cyprus	0	0	0	0			
Czech Republic	80	20	0	0	December 2027		
Denmark	0	0	0	0			
Estonia	0	0	0	0			
Finland	0	0	0	0			
France	100	0	0	0	December 2025		
Germany	100	0	0	0	December 2025		
Greece	0	0	0	0			
Hungary	0	0	0	0			
Ireland	0	0	0	0			
Italy	0	0	0	0			
Latvia	0	0	0	0			
Lithuania	0	0	0	0			
Luxembourg	0	0	0	0			
Maastricht UAC	100	0	0	0	December 2021		
Malta	0	0	0	0			
Netherlands	0	0	0	0			
Norway	0	0	0	0			
Poland	0	0	0	0			
Portugal	0	0	0	0			
Romania	0	0	0	0			
Slovak Republic	0	0	0	0			
Slovenia	0	0	0	0			
Spain	100	0	0	0	June 2024		
Sweden	0	0	0	0			
Switzerland	100	0	0	0	**		

*** Missing data*

Flight Management Service

5.5.1Cooperative Network Information Exchange – Flight Management Service (Slots and NOP/AOP integration)



Gap Implementation Progress

The chart shows the overall Family implementation status, taking into account all inputs coming from involved Stakeholders

- 0%
- 1-25%
- 26-50%
- 51-75%
- 76-99%
- 100% Full Deployment Achieved
- Not applicable

Stakeholder Implementation Status

- Completed with CEF Funding
- Completed without CEF Funding
- Fully covered by CEF Funding
- Ongoing with CEF Funding
- Ongoing without CEF Funding
- Planned
- Not Yet Planned
- Not applicable

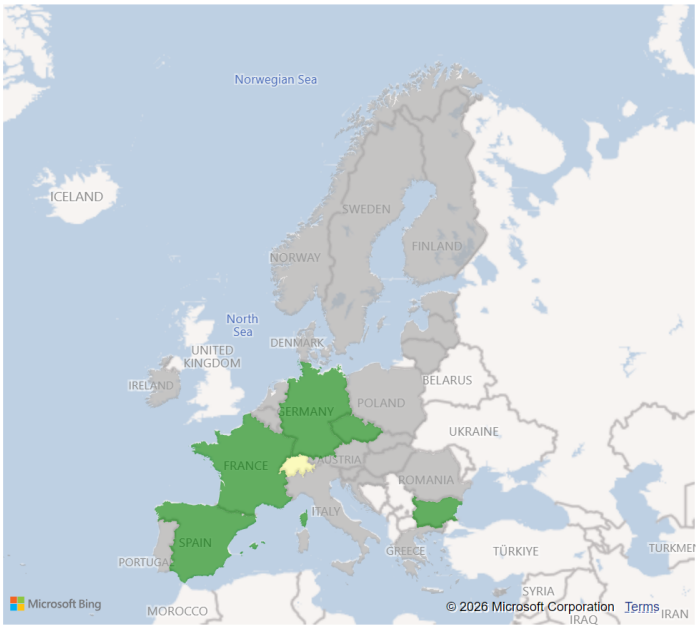
Powered by EUROCONTROL

Country	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	Provider	Consumer	
						Network Manager	ANSP	APO
Austria *	73	7	20	0	March 2026			
Belgium	100	0	0	0	September 2025			
Bulgaria	0	0	0	0				
Croatia	0	0	0	0				
Cyprus	0	0	0	0				
Czech Republic	0	0	0	0				
Denmark	100	0	0	0	December 2024			
Estonia	0	0	0	0				
Finland	0	0	0	0				
France	100	0	0	0	August 2024			
Germany	100	0	0	0	December 2025			
Greece	0	0	0	0				
Hungary	0	0	0	0				
Ireland	67	13	20	0	June 2026			
Italy	86	0	14	0	March 2026			
Latvia	0	0	0	0				
Lithuania	0	0	0	0				
Luxembourg	0	0	0	0				
Maastricht UAC	0	0	0	0				
Malta	0	0	0	0				
Netherlands	90	0	10	0	June 2026			
Norway	0	0	0	0				
Poland	0	0	0	0				
Portugal	0	0	0	0				
Romania	0	0	0	0				
Slovak Republic	0	0	0	0				
Slovenia	0	0	0	0				
Spain	100	0	0	0	December 2025			
Sweden	14	40	46	0	June 2026			
Switzerland	48	32	20	0	December 2027			

** Completed in April 2026*

Measures Service

5.5.1Cooperative Network Information Exchange – Measures Service (Traffic Regulation)



Gap Implementation Progress

The chart shows the overall Family implementation status, taking into account all inputs coming from involved Stakeholders

- 0%
- 1-25%
- 26-50%
- 51-75%
- 76-99%
- 100% Full Deployment Achieved
- Not applicable

Stakeholder Implementation Status

- Completed with CEF Funding
- Completed without CEF Funding
- Fully covered by CEF Funding
- Ongoing with CEF Funding
- Ongoing without CEF Funding
- Planned
- Not Yet Planned
- Not applicable

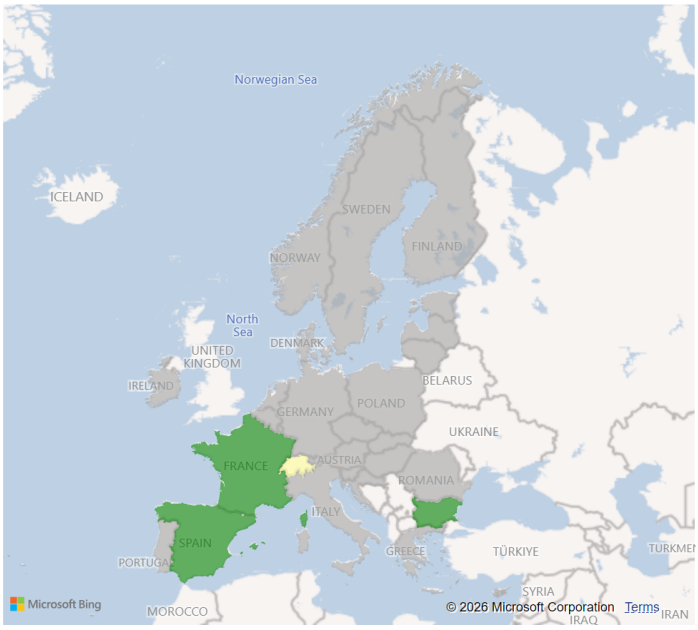
Powered by EUROCONTROL

Country	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	Provider	Consumer
						Network Manager	ANSP
Austria	0	0	0	0			
Belgium	0	0	0	0			
Bulgaria	100	0	0	0	December 2025		
Croatia	0	0	0	0			
Cyprus	0	0	0	0			
Czech Republic	100	0	0	0	December 2018		
Denmark	0	0	0	0			
Estonia	0	0	0	0			
Finland	0	0	0	0			
France	100	0	0	0	December 2023		
Germany	100	0	0	0	February 2021		
Greece	0	0	0	0			
Hungary	0	0	0	0			
Ireland	0	0	0	0			
Italy	0	0	0	0			
Latvia	0	0	0	0			
Lithuania	0	0	0	0			
Luxembourg	0	0	0	0			
Maastricht UAC	100	0	0	0	December 2021		
Malta	0	0	0	0			
Netherlands	0	0	0	0			
Norway	0	0	0	0			
Poland	0	0	0	0			
Portugal	0	0	0	0			
Romania	0	0	0	0			
Slovak Republic	0	0	0	0			
Slovenia	0	0	0	0			
Spain	100	0	0	0	December 2022		
Sweden	0	0	0	0			
Switzerland	0	0	0	100	*		

** The remaining scope of the Gap is Not yet Planned*

MCDM Service (STAM measures and Slots)

5.5.1Cooperative Network Information Exchange – MCDM Service (STAM measures and Slots)



Gap Implementation Progress

The chart shows the overall Family implementation status, taking into account all inputs coming from involved Stakeholders

- 0%
- 1-25%
- 26-50%
- 51-75%
- 76-99%
- 100% Full Deployment Achieved
- Not applicable

Stakeholder Implementation Status

- Completed with CEF Funding
- Completed without CEF Funding
- Fully covered by CEF Funding
- Ongoing with CEF Funding
- Ongoing without CEF Funding
- Planned
- Not Yet Planned
- Not applicable

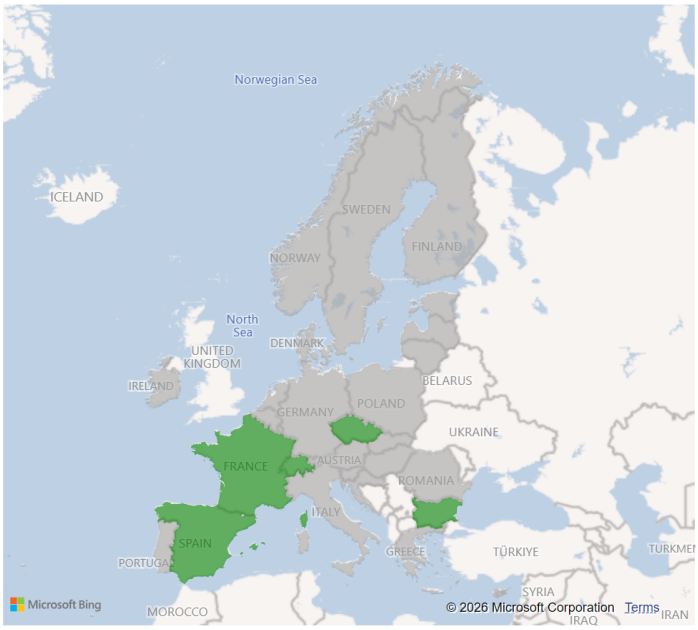
Powered by EUROCONTROL

Country	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	Provider	Consumer
						Network Manager	ANSP
Austria	0	0	0	0			
Belgium	0	0	0	0			
Bulgaria	100	0	0	0	February 2025		
Croatia	0	0	0	0			
Cyprus	0	0	0	0			
Czech Republic	0	0	0	0			
Denmark	0	0	0	0			
Estonia	0	0	0	0			
Finland	0	0	0	0			
France	100	0	0	0	December 2022		
Germany	0	0	0	0			
Greece	0	0	0	0			
Hungary	0	0	0	0			
Ireland	0	0	0	0			
Italy	0	0	0	0			
Latvia	0	0	0	0			
Lithuania	0	0	0	0			
Luxembourg	0	0	0	0			
Maastricht UAC	100	0	0	0	December 2021		
Malta	0	0	0	0			
Netherlands	0	0	0	0			
Norway	0	0	0	0			
Poland	0	0	0	0			
Portugal	0	0	0	0			
Romania	0	0	0	0			
Slovak Republic	0	0	0	0			
Slovenia	0	0	0	0			
Spain	100	0	0	0	June 2024		
Sweden	0	0	0	0			
Switzerland	0	0	0	100	*		

** The remaining scope of the Gap is Not yet Planned*

Counts Service (ATFCM congestion points)

5.5.1Cooperative Network Information Exchange – Counts service (ATFCM Congestion Points)



Gap Implementation Progress

The chart shows the overall Family implementation status, taking into account all inputs coming from involved Stakeholders

- 0%
- 1-25%
- 26-50%
- 51-75%
- 76-99%
- 100% Full Deployment Achieved
- Not applicable

Stakeholder Implementation Status

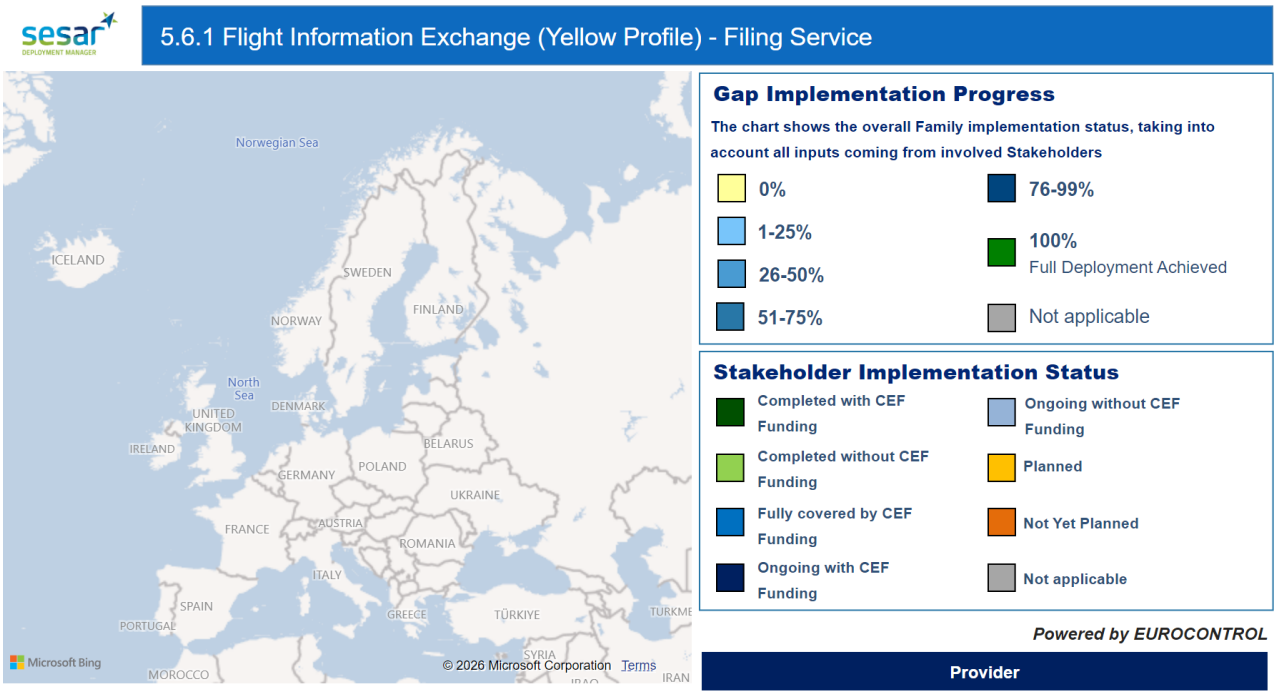
- Completed with CEF Funding
- Completed without CEF Funding
- Fully covered by CEF Funding
- Ongoing with CEF Funding
- Ongoing without CEF Funding
- Planned
- Not Yet Planned
- Not applicable

Powered by EUROCONTROL

Country	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	Provider: Network Manager	Consumer: ANSP
Austria	0	0	0	0			
Belgium	0	0	0	0			
Bulgaria	100	0	0	0	December 2024		
Croatia	0	0	0	0			
Cyprus	0	0	0	0			
Czech Republic	100	0	0	0	December 2018		
Denmark	0	0	0	0			
Estonia	0	0	0	0			
Finland	0	0	0	0			
France	100	0	0	0	December 2024		
Germany	0	0	0	0			
Greece	0	0	0	0			
Hungary	0	0	0	0			
Ireland	0	0	0	0			
Italy	0	0	0	0			
Latvia	0	0	0	0			
Lithuania	0	0	0	0			
Luxembourg	0	0	0	0			
Maastricht UAC	100	0	0	0	December 2021		
Malta	0	0	0	0			
Netherlands	0	0	0	0			
Norway	0	0	0	0			
Poland	0	0	0	0			
Portugal	0	0	0	0			
Romania	0	0	0	0			
Slovak Republic	0	0	0	0			
Slovenia	0	0	0	0			
Spain	100	0	0	0	November 2021		
Sweden	0	0	0	0			
Switzerland	100	0	0	0	December 2021		

Family 5.6.1 – SWIM Services

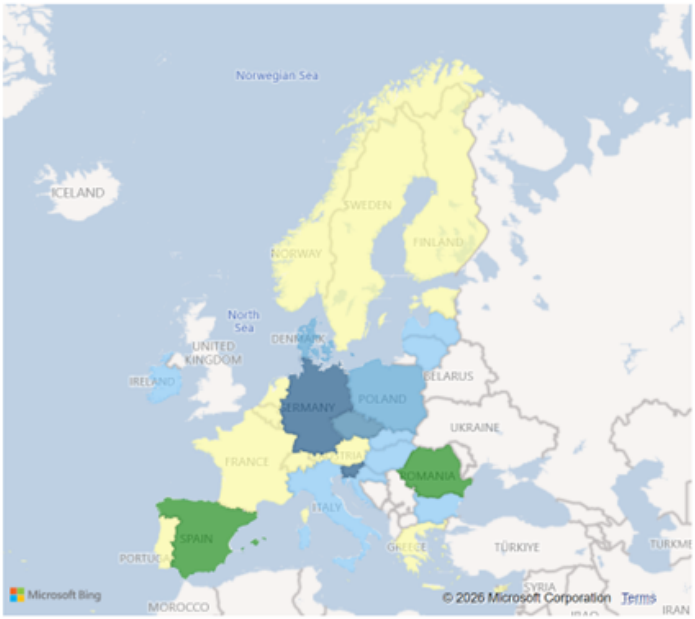
Filing Service



Provider	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	Network Manager
Network Manager	100	0	0	0	December 2022	

Flight Data Request Service

5.6.1Flight Information Exchange (Yellow Profile) - Flight Data Request Service



Gap Implementation Progress

The chart shows the overall Family implementation status, taking into account all inputs coming from involved Stakeholders

- 0%
- 1-25%
- 26-50%
- 51-75%
- 76-99%
- 100% Full Deployment Achieved
- Not applicable

Stakeholder Implementation Status

- Completed with CEF Funding
- Completed without CEF Funding
- Fully covered by CEF Funding
- Ongoing with CEF Funding
- Ongoing without CEF Funding
- Planned
- Not Yet Planned
- Not applicable

Powered by EUROCONTROL

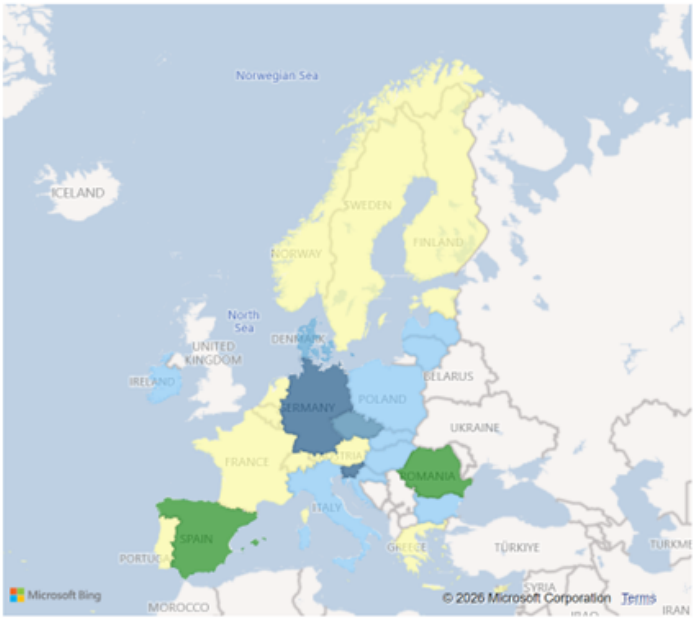
Country	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	Provider: Network Manager	Consumer: ANSP
Austria	0	0	100	0	September 2028		
Belgium	0	0	100	0	December 2028		
Bulgaria	10	30	60	0	May 2028		
Croatia	20	60	20	0	February 2028		
Cyprus	0	0	100	0	December 2030		
Czech Republic **	60	20	20	0	March 2026		
Denmark	40	40	20	0	December 2029		
Estonia	0	0	100	0	May 2030		
Finland	0	0	100	0	March 2030		
France	0	0	100	0	December 2029		
Germany	80	0	20	0	June 2026		
Greece	0	0	100	0	December 2029		
Hungary	10	30	60	0	December 2028		
Ireland	20	60	20	0	May 2029		
Italy	20	60	20	0	December 2028		
Latvia	20	60	20	0	December 2029		
Lithuania	10	30	60	0	December 2032		
Luxembourg	0	0	100	0	December 2029		
Maastricht UAC	0	0	100	0	December 2027		
Malta	0	0	80	20	*		
Netherlands	0	0	100	0	December 2035		
Norway	0	0	13	87	*		
Poland	40	40	20	0	December 2032		
Portugal	0	0	100	0	March 2030		
Romania	100	0	0	0	December 2025		
Slovak Republic	20	60	20	0	March 2030		
Slovenia	80	0	20	0	March 2026		
Spain	100	0	0	0	December 2025		
Sweden	0	0	100	0	January 2029		
Switzerland	0	0	100	0	June 2030		

** The remaining scope of the Gap is Not yet Planned*

*** Completed in April 2026*

Notification Service

5.6.1Flight Information Exchange (Yellow Profile) - Notification Service



Gap Implementation Progress

The chart shows the overall Family implementation status, taking into account all inputs coming from involved Stakeholders

- 0%
- 1-25%
- 26-50%
- 51-75%
- 76-99%
- 100% Full Deployment Achieved
- Not applicable

Stakeholder Implementation Status

- Completed with CEF Funding
- Completed without CEF Funding
- Fully covered by CEF Funding
- Ongoing with CEF Funding
- Ongoing without CEF Funding
- Planned
- Not Yet Planned
- Not applicable

Powered by EUROCONTROL

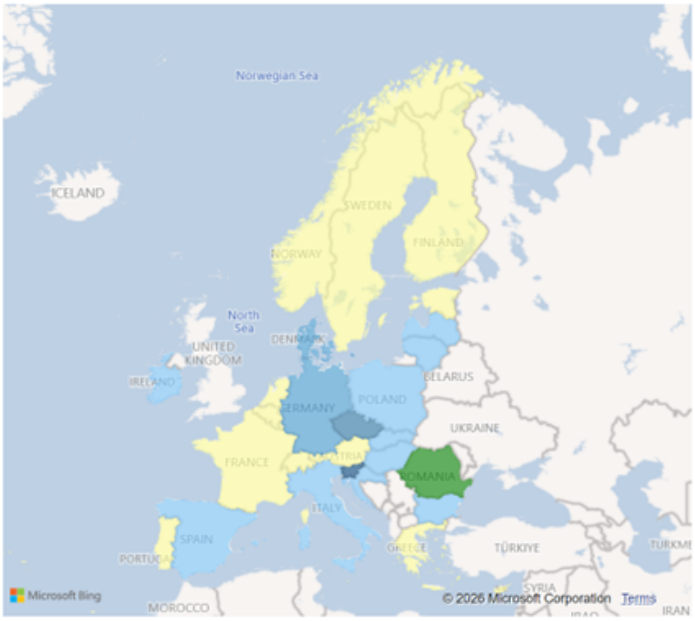
Country	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	Provider	Consumer
						Network Manager	ANSP
Austria	0	0	100	0	September 2028		
Belgium	0	0	100	0	December 2028		
Bulgaria	10	30	60	0	May 2028		
Croatia	20	60	20	0	February 2028		
Cyprus	0	0	100	0	December 2030		
Czech Republic **	60	20	20	0	March 2026		
Denmark	40	40	20	0	December 2029		
Estonia	0	0	100	0	May 2030		
Finland	0	0	100	0	March 2030		
France	0	0	100	0	December 2029		
Germany	80	0	20	0	June 2026		
Greece	0	0	100	0	December 2029		
Hungary	10	30	60	0	December 2028		
Ireland	20	60	20	0	May 2029		
Italy	20	60	20	0	December 2028		
Latvia	20	60	20	0	December 2029		
Lithuania	10	30	60	0	December 2032		
Luxembourg	0	0	100	0	December 2029		
Maastricht UAC	0	0	0	0			
Malta	0	0	80	20	*		
Netherlands	0	0	100	0	December 2035		
Norway	0	0	20	80	*		
Poland	20	60	20	0	December 2032		
Portugal	0	0	100	0	March 2030		
Romania	100	0	0	0	December 2025		
Slovak Republic	20	60	20	0	March 2030		
Slovenia	80	0	20	0	March 2026		
Spain	100	0	0	0	December 2025		
Sweden	0	0	100	0	January 2029		
Switzerland	0	0	100	0	June 2030		

** The remaining scope of the Gap is Not yet Planned*

*** Completed in April 2026*

Data Publication Service

5.6.1Flight Information Exchange (Yellow Profile) - Data Publication Service



Gap Implementation Progress

The chart shows the overall Family implementation status, taking into account all inputs coming from involved Stakeholders

- 0%
- 1-25%
- 26-50%
- 51-75%
- 76-99%
- 100% Full Deployment Achieved
- Not applicable

Stakeholder Implementation Status

- Completed with CEF Funding
- Completed without CEF Funding
- Fully covered by CEF Funding
- Ongoing with CEF Funding
- Ongoing without CEF Funding
- Planned
- Not Yet Planned
- Not applicable

Powered by EUROCONTROL

Country	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	Provider	Consumer
						Network Manager	ANSP
Austria	0	0	100	0	September 2028		
Belgium	0	0	100	0	December 2028		
Bulgaria	10	30	60	0	May 2028		
Croatia	20	60	20	0	February 2028		
Cyprus	0	0	100	0	December 2030		
Czech Republic **	60	20	20	0	March 2026		
Denmark	40	40	20	0	December 2029		
Estonia	0	0	100	0	May 2030		
Finland	0	0	100	0	March 2030		
France	0	0	100	0	December 2029		
Germany	30	10	58	2	*		
Greece	0	0	100	0	December 2029		
Hungary	10	30	60	0	December 2028		
Ireland	20	60	20	0	December 2029		
Italy	20	60	20	0	December 2028		
Latvia	20	60	20	0	December 2029		
Lithuania	10	30	60	0	December 2032		
Luxembourg	0	0	100	0	December 2029		
Maastricht UAC	0	0	100	0	December 2027		
Malta	0	0	80	20	*		
Netherlands	0	0	100	0	December 2035		
Norway	0	0	13	87	*		
Poland	20	20	13	47	*		
Portugal	0	0	100	0	March 2030		
Romania	100	0	0	0	December 2025		
Slovak Republic	20	60	20	0	March 2030		
Slovenia	95	5	0	0	March 2026		
Spain	20	60	20	0	December 2029		
Sweden	0	0	100	0	January 2029		
Switzerland	0	0	100	0	June 2030		

** The remaining scope of the Gap is Not yet Planned*

*** Completed in April 2026*

Trial Service

5.6.1 Flight Information Exchange (Yellow Profile) - Trial Service

Gap Implementation Progress

The chart shows the overall Family implementation status, taking into account all inputs coming from involved Stakeholders

- 0%
- 1-25%
- 26-50%
- 51-75%
- 76-99%
- 100% Full Deployment Achieved
- Not applicable

Stakeholder Implementation Status

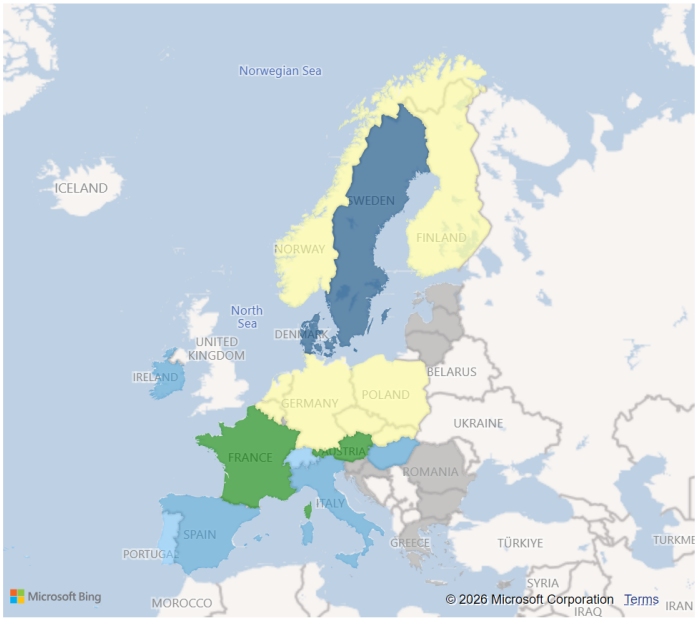
- Completed with CEF Funding
- Completed without CEF Funding
- Fully covered by CEF Funding
- Ongoing with CEF Funding
- Ongoing without CEF Funding
- Planned
- Not Yet Planned
- Not applicable

Powered by EUROCONTROL

Provider	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date
Network Manager	100	0	0	0	December 2022

Extended Arrival Sequence Service

5.6.1Flight Information Exchange (Yellow Profile) – Extended Arrival Sequence Service



Gap Implementation Progress

The chart shows the overall Family implementation status, taking into account all inputs coming from involved Stakeholders

- 0%
- 1-25%
- 26-50%
- 51-75%
- 76-99%
- 100% Full Deployment Achieved
- Not applicable

Stakeholder Implementation Status

- Completed with CEF Funding
- Completed without CEF Funding
- Fully covered by CEF Funding
- Ongoing with CEF Funding
- Ongoing without CEF Funding
- Planned
- Not Yet Planned
- Not applicable

Powered by EUROCONTROL

Country	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	Provider	Consumer
						ANSP	ANSP
Austria	100	0	0	0	December 2025		
Belgium	0	0	100	0	December 2028		
Bulgaria	0	0	0	0			
Croatia	0	0	0	0			
Cyprus	0	0	0	0			
Czech Republic	0	0	100	0	December 2032		
Denmark	90	10	0	0	December 2029		
Estonia	0	0	0	0			
Finland	0	0	100	0	May 2030		
France	100	0	0	0	December 2025		
Germany	0	0	100	0	December 2027		
Greece	0	0	0	0			
Hungary	34	33	33	0	December 2028		
Ireland	38	42	20	0	March 2026		
Italy	50	30	20	0	December 2028		
Latvia	0	0	0	0			
Lithuania	0	0	0	0			
Luxembourg	0	0	0	0			
Maastricht UAC	100	0	0	0	December 2025		
Malta	0	0	0	0			
Netherlands	0	0	40	60	*		
Norway	0	0	0	100	*		
Poland	0	0	100	0	December 2032		
Portugal	14	53	33	0	May 2026		
Romania	0	0	0	0			
Slovak Republic	0	0	100	0	March 2030		
Slovenia	0	0	0	0			
Spain	50	30	20	0	December 2028		
Sweden	80	0	0	20	*		
Switzerland	20	20	0	60	*		

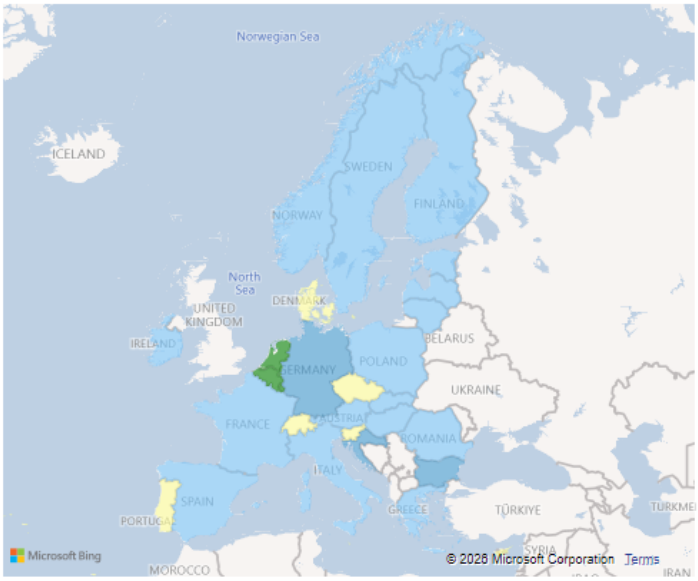
** The remaining scope of the Gap is Not yet Planned*

AF6 - Initial Trajectory Information Sharing

Family 6.1.2 – Initial Air-Ground Trajectory Information Sharing (Ground Domain)

6.1.2 Initial Air-Ground Trajectory Information Sharing (Ground Domain)

CP1 Target date	Total # of closed gaps	Total # of open gaps
December 2027	4	26



Gap Implementation Progress

The chart shows the overall Family implementation status, taking into account all inputs coming from involved Stakeholders

- 0%
- 1-25%
- 26-50%
- 51-75%
- 76-99%
- 100% Full Deployment Achieved
- Not applicable

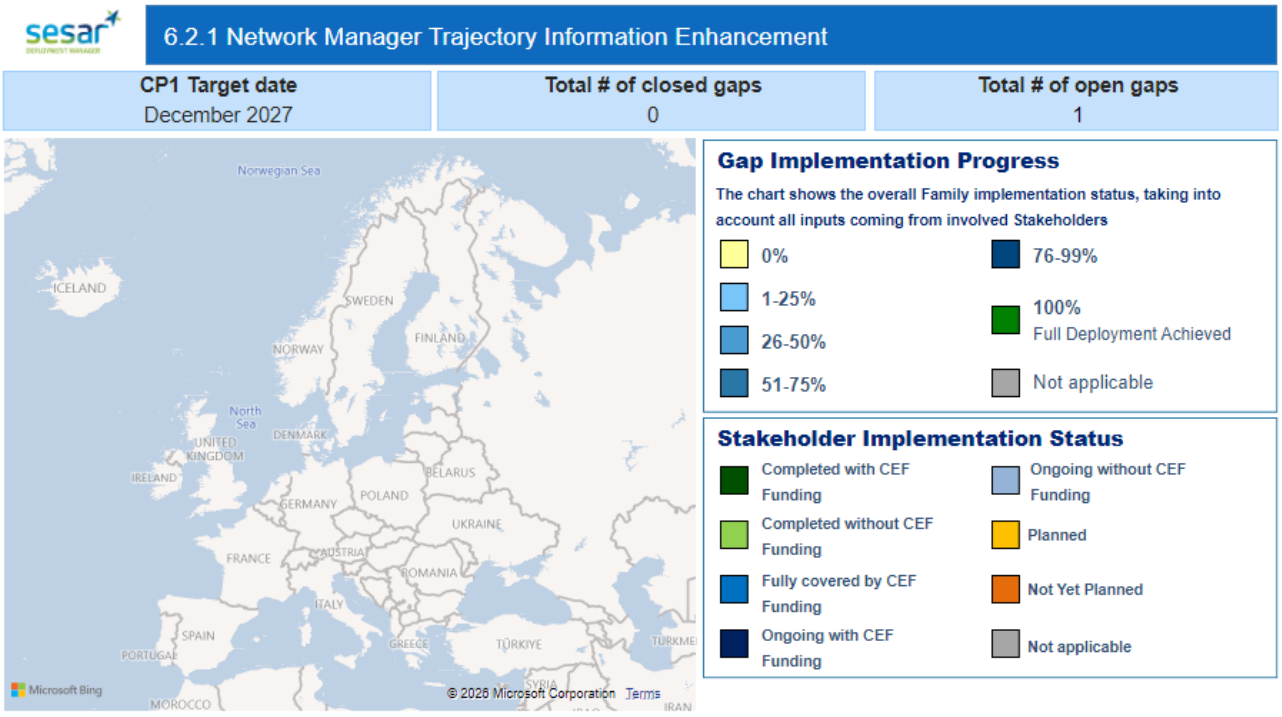
Stakeholder Implementation Status

- Completed with CEF Funding
- Completed without CEF Funding
- Fully covered by CEF Funding
- Ongoing with CEF Funding
- Ongoing without CEF Funding
- Planned
- Not Yet Planned
- Not applicable

Country	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	ANSP
Austria	8	72	20	0	September 2028	
Belgium	100	0	0	0	December 2022	
Bulgaria	34	26	40	0	June 2028	
Croatia	36	44	20	0	March 2028	
Cyprus	0	0	100	0	December 2030	
Czech Republic	0	0	100	0	December 2032	
Denmark	0	0	100	0	December 2029	
Estonia	25	0	75	0	May 2030	
Finland	22	38	40	0	May 2030	
France	5	45	20	30	*	
Germany	37	30	33	0	June 2029	
Greece	3	22	75	0	December 2028	
Hungary	11	49	40	0	December 2028	
Ireland	3	22	55	20	*	
Italy	3	22	75	0	December 2030	
Latvia	3	22	75	0	December 2029	
Lithuania	5	45	50	0	December 2032	
Luxembourg	100	0	0	0	December 2022	
Maastricht UAC	100	0	0	0	December 2022	
Malta	0	0	100	0	December 2030	
Netherlands	100	0	0	0	December 2022	
Norway	10	15	75	0	December 2032	
Poland	5	45	50	0	December 2028	
Portugal	0	0	100	0	December 2030	
Romania	5	45	50	0	December 2027	
Slovak Republic	3	22	75	0	March 2030	
Slovenia	0	0	100	0	December 2028	
Spain	5	45	50	0	December 2028	
Sweden	10	40	50	0	January 2029	
Switzerland	0	0	100	0	December 2028	

** The remaining scope of the Gap is Not yet Planned*

Family 6.2.1 – Network Manager Trajectory Information Enhancement



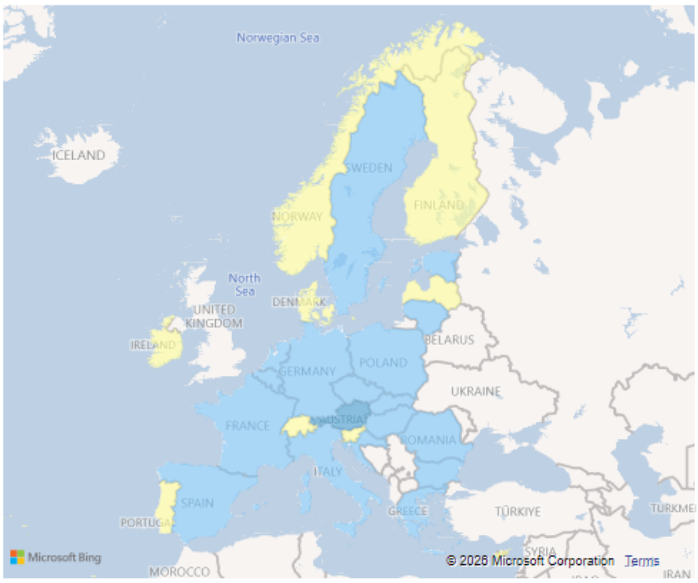
Network Manager	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	Network Manager
	0	0	0	100	*	

** The remaining scope of the Gap is Not yet Planned*

Family 6.3.1 – Initial Trajectory Information Sharing ground distribution

6.3.1 Initial Trajectory Information Sharing ground distribution

CP1 Target date	Total # of closed gaps	Total # of open gaps
December 2027	0	31



Gap Implementation Progress

The chart shows the overall Family implementation status, taking into account all inputs coming from involved Stakeholders

- 0%
- 1-25%
- 26-50%
- 51-75%
- 76-99%
- 100% Full Deployment Achieved
- Not applicable

Stakeholder Implementation Status

- Completed with CEF Funding
- Completed without CEF Funding
- Fully covered by CEF Funding
- Ongoing with CEF Funding
- Ongoing without CEF Funding
- Planned
- Not Yet Planned
- Not applicable

Country	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	ANSP
Austria	26	54	20	0	March 2029	
Belgium	2	18	80	0	December 2028	
Bulgaria	2	18	80	0	December 2028	
Croatia	2	18	80	0	March 2028	
Cyprus	0	0	100	0	December 2028	
Czech Republic	2	18	80	0	December 2032	
Denmark	0	0	100	0	December 2029	
Estonia	18	22	60	0	May 2030	
Finland	0	0	100	0	May 2030	
France	6	54	20	20	*	
Germany	2	18	80	0	June 2029	
Greece	2	18	80	0	December 2028	
Hungary	16	54	30	0	December 2028	
Ireland	0	0	100	0	December 2029	
Italy	22	18	60	0	December 2030	
Latvia	0	0	100	0	December 2029	
Lithuania	4	36	60	0	December 2032	
Luxembourg	2	18	80	0	December 2028	
Maastricht UAC	2	18	80	0	December 2028	
Malta	6	54	40	0	December 2030	
Netherlands	2	18	80	0	December 2028	
Norway	0	0	100	0	June 2032	
Poland	6	54	40	0	December 2028	
Portugal	0	0	100	0	March 2030	
Romania	4	36	60	0	December 2027	
Slovak Republic	20	40	40	0	March 2030	
Slovenia	0	0	100	0	December 2028	
Spain	2	18	80	0	December 2028	
Sweden	2	18	80	0	December 2028	
Switzerland	0	0	100	0	December 2028	

** The remaining scope of the Gap is Not yet Planned*

	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	Network Manager
Network Manager	40	40	0	20	*	

3. Outlook on CP1 deployment for Airspace Users

The implementation of the SESAR Deployment Programme goes beyond the local ground deployment: it also requires the contribution of Civil and Military Airspace Users, who are actively contributing to the implementation of AF3, AF4, AF5 and AF6. In fact, all airspace users operating in Europe are mandated to be compliant with CP1 regulation, making its impact global. The synchronisation between ground and airborne investments is a key enabler for accelerating deployment and improving performances.

For this reason, the CP1 monitoring activities have been complemented with data gathering tools and instruments that involve all required operational Stakeholders, including Airspace Users.

Since the establishment of dedicated surveys in 2015, a wide number of airlines, including all major European hub carriers and point-to-point carriers, have provided targeted and up-to-date feedback on the alignment of their fleet capabilities and of their flight planning systems with the former PCP, now CP1, requirements.

As depicted in Figure 2, the Airspace Users have individual Deployment Milestones to be addressed in the SESAR Deployment Programme 2025, hence they are considered as implementation gaps. The following Families must be considered in this Airspace Users gap category:

- Family 3.1.1 - *ASM and A-FUA*.
- Family 3.2.1 - *Initial FRA*.
- Family 3.2.2 - *Enhanced FRA*.
- Family 4.1.1 - *Enhanced Short Term ATFCM Measures*.
- Family 4.2.1 - *Interactive rolling NOP*.
- Family 5.2.1 - *Stakeholders' SWIM PKI and cyber security*.
- Family 5.3.1 - *Aeronautical Information Exchange*. AU systems shall be upgraded to:
    - consume and use the European Airspace Use Plan (EAUP) and its updates (EUUP), published by NM via the NM B2B Airspace Availability Service.
- Family 5.5.1 - *Cooperative Network Information Exchange*, AUs systems shall be upgraded to use the NM B2B Services to:
    - consume Flights updates Including ATFCM Slots provided via Flight Management Service,
    - consume Traffic Regulations provided via Measures Service,
    - collaborate on the application of STAM.
- Family 5.6.1 - *Flight Information Exchange*, AUs systems shall be upgraded to use the NM B2B Services to consume the Filing Service in support of information Exchange of FF-ICE.
- Family 6.1.1 - *Initial Air-Ground Trajectory Information Sharing (Airborne domain); t*hose implementation gaps are considered to have a geographically transversal nature, hence they are not assigned to specific geographical scopes.

Key principles underpinning the SDM Monitoring Exercise for Airspace Users

While the monitoring of ground stakeholders' progress is performed through the LSSIP+ tool, the collection of data and information from airlines is organised around the distribution and collection of individual monitoring templates to make sure CP1-relevant data is requested, featuring all technical and operational information.

The distribution of the templates, as well as the following requests of clarification, were managed through direct exchanges between SDM and the individual Airlines or groups of Airlines. Airline Associations were informed about the activity and contributed to its distribution.

The assessment of the contributions provided through the templates was performed through the analysis of the replies and comments related to each SDP Family; the overall picture is captured by aggregating the individual replies, whereas specific implementation issues were addressed through the analysis of the free-text comments. The SDM assessment was also an opportunity to provide further clarifications regarding the requirements contained in SESAR Deployment Programme 2025.

The Airspace Users' database is planned to be kept constantly updated through the continuous synchronisation activities and monitoring of the Programme implementation, also taking into duly account the inputs stemming from the military side, gathered thanks to the support of EDA.

Results

The Airspace Users Monitoring Exercise resulted in the reception of 49 Monitoring Templates from Civil Airspace Users, corresponding to 83 Airlines, 51 of them based in the EU, 15 in other ECAC Member States and 17 outside the ECAC area. The reporting airlines are operating a total fleet of 7541 aircraft. Among them, 3482 are registered in the 27 Member States of the EU, 521 in non-EU ECAC Member States corresponding to 4003 aircraft mainly operated in or over the EU. 3538 reported aircraft are registered outside the ECAC area, mainly the US, Middle East and Asia Pacific Regions from where only a small portion of the airplanes are expected to be operated into or over Europe. Additionally, 7 military Airspace Users provided feedback.

Compared to the last reporting cycle, the airlines' feedback on this survey, revised to capture more detailed information, has increased considerably (+69% of templates received compared with 2024 cycle).

According to the replies, all the responding airlines confirmed the completion of the SDP Families with a CP1 target date set before 2025 (Family 3.1.1 - *ASM and A-FUA*, Family 3.2.1 - *Initial FRA*, Family 4.1.1 - *Enhanced STAM*, Family 4.2.1 - *Interactive Rolling NOP*).

Therefore, the following section presents the analysis of the monitoring results related to the implementation of SDP Families with a CP1 target date in 2025 and 2027.

Family 3.2.2 Enhanced Free Route Airspace Operations

Target date: 31st December 2025

This Family includes two requirements for Airspace Users:

1. Operational procedures have to be in place to consider the airspace and traffic constraints when planning a route in Enhanced Free Route environment (Enhanced Free Route environment covers also cross-border FRA, TMA connectivity and 24/7 FRA above FL305).
2. The Flight Planning system must be adapted as necessary to support Enhanced Free Route operations, e.g.: Cross-border FRA, RAD, TMA connecting routes.

Stakeholder feedback indicates a generally strong level of readiness for Enhanced Free Route operations. A significant majority of respondents report that their flight planning systems are already adapted to support Free Route operations (76%), and that operational procedures are in place to account for airspace and traffic constraints when planning routes in a Free Route environment (80%).

Several comments reference established CFSP/flight-planning solutions such as Lido and Jeppesen, suggesting that major providers have largely integrated Free Route capabilities. A smaller group of stakeholders, however, notes that system confirmations are still pending or that further optimisation work is ongoing.

Despite this positive readiness level, responses highlight that the current implementation does not yet fully unlock the optimisation potential of Free Route operations. The main issues preventing full optimisation are identified in four areas:

1. CFSP System Constraints
   - Very large DCT (Direct) databases can generate computation delays and sub-optimal routing outcomes.
   - Some systems struggle to model flexible Top of Descent (TOD) points and realistic vertical profiles within highly dynamic Free Route environments.
   - Algorithm performance can degrade when processing highly complex restriction layers.

2. RAD Complexity and Data Burden
   - The volume and complexity of RAD restrictions remain a major limiting factor.
   - Coding, interpreting, and validating restrictions can be error-prone and operationally inefficient.
   - Excessive rule layering reduces the practical flexibility that Free Route is meant to deliver.

3. Cross-Border and Data Harmonisation issues
   - Cross-border DCT publication is not always fully validated or aligned between neighbouring States and their AIPs.
   - Inconsistencies between national implementations reduce seamless network optimisation.

4. Structural and Coordination Limitations

- Misalignment between CFSP capabilities and ANSP airspace design can constrain achievable efficiency gains.
- Further airspace redesign aligned with actual traffic flows is seen as necessary to maximise benefits.
- Improved CFSP–ANSP coordination is required to ensure that system capabilities and operational intent evolve together.

In summary, while technical readiness for Enhanced Free Route operations is largely in place, optimisation remains constrained by rule complexity, data management burdens, cross-border inconsistencies, and incomplete structural alignment between system tools and airspace design. These issues are being addressed by the main Flight Plan Service providers.

Family 5.2.1 Stakeholders' SWIM PKI and cyber security

Target date: 31st December 2025

Airline feedback on digital certificates shows a progressing picture. The presence of an Information Security Management System (ISMS) covering digital certificate use is almost evenly split between positive and negative replies; however, comments indicate that certificate trust-chain verification is already commonly handled in client applications delivered by the various CFSPs through standard validation libraries, and some airlines report an ISMS in place while others are finalising implementation.

Most airlines are compliant through their CFSP. Estimates on certificate quantities/types remain uncertain, but where provided they are generally limited, most often in the range of 1–10 certificates, suggesting a manageable scope for the next implementation steps.

Family 5.3.1 Aeronautical Information Exchange

Target date: 31st December 2025

NM B2B airspace availability service including EAUP/EUUP information must be consumed in the daily operations by updating Flight Planning and/or any other relevant Flight Operation Centre (FOC) system.

Airline feedback shows strong and operationally mature use of the NM B2B Airspace Availability Service, with most respondents confirming that EAUP/EUUP information is consumed in daily operations and, in most cases, also fed into CFSP/FOC systems. Remarks indicate that usage is mainly ensured either through NM tools or through integration with flight-planning solutions, confirming that the service is already embedded in operational workflows. A few remarks also mention B2C use and practical follow-up actions such as B2B certificate renewal. Where direct system integration is not yet in place, this is mainly linked to smaller set-ups or ongoing CFSP-related developments, indicating a positive outlook for future uptake.

Family 5.5.1 Cooperative Network Information Exchange

Target date: 31st December 2025

This Family includes three requirements for AUs:

1. the Airspace Users' flight planning system is upgraded to consume the flight updates relative to their flights (including the ATFM slot), which are published by NM via the NM B2B Services.
2. the Airspace Users' flight planning system is upgraded to consume the measures updates, published by NM via the NM B2B Services, which may affect their flights.
3. the Airspace Users' system is upgraded to use the NM B2B Services to collaborate with NM on the application of STAM measures.

Airlines feedback indicates that Cooperative Network Information Exchange services are already widely used, with a clear predominance of NMP/HMI channels and a growing use of NM B2B interfaces.

Measures updates (Traffic Regulation) are received mainly via NMP Flow/HMI, with additional uptake through NM B2B, although "No" and "Not applicable" responses remain more predominant in this area, often reflecting limited current operational need or dependency on future CFSP functionality.

Flight Management Service shows the strongest maturity, with almost all airlines receiving ATFCM slots primarily via NMP Flight/HMI and a substantial share also via NM B2B, often alongside operational distribution through existing messaging channels and integration into flight-planning/ops systems.

Collaboration with NM on STAM measures is also well established, mainly via NMP/HMI and in practice often through eHelpdesk/NOP portal processes (notably for CTOT improvement/extension handling), while B2B use remains secondary.

Across all three services, Airlines feedback consistently point to expected migration toward NM UI and, in some cases, to CFSP-dependent developments, indicating a positive path toward broader digital integration over the near future.

Family 5.6.1 Flight Information Exchange

Target date: 31st December 2025

Airspace Users will have to adapt or replace existing Flight plan Filing systems to implement the capability submitting eFPL to NM.

Based on the templates received, 58 Airspace Users reported that they were already filing eFPL operationally or planning to be capable of filing eFPL operationally by the end of 2025. Additionally, 17 AUs declared that they planned to achieve this capability in 2026.

The analysis of the reported contributions has been complemented with the status of ongoing validations activities performed by Network Manager and the data retrieved from the FF-ICE filing / notification / flight data request services, or the AFTN (ICAO FPL2012) messaging[11].

As of the 2nd of February 2026, 90 AUs had obtained an OPS certificate for the filing service and were therefore technically able to file FF-ICE (eFPL) flight plans. These 90 AUs represent 56 % of 2025 traffic. In addition, approximately 130 other airlines, registered as linked, through a declaration of use, to CFSPs that have already obtained an Operational Certificate, could also file FF-ICE (eFPL) flight plans via their CFSP by that date. Overall, this represents approximately 220 AUs that have the capability to file FF-ICE (eFPL) flight plans by the 2nd of February 2026, accounting for 60% of 2025 traffic.

However, it should be noted that although more than 800 airlines file flight plans annually to IFPS, 2.5% of European IFR traffic relies exclusively on EU/Norway/Switzerland ATS Reporting Office (ARO) systems. None of these ARO systems have yet been upgraded to support eFPL filing. To assess the effective level of operational implementation, the NM/SDM FF-ICE Initiative analysed a one-week reference period (02–08 February 2026), reviewing recorded flight plan "events" (creation, cancellation, update, request, notification) originating either from:

- FF-ICE filing / notification / flight data request services, or
- AFTN (FPL2012) messaging

According to the analysed data, 95 Airspace Users have filed at least one FF-ICE flight plan (eFPL) during the reference period. Out of the total of filed flight plans during that period, 16% were FF-ICE (eFPL) and 84% were FPL2012.

The ratio between FF-ICE and FPL2012 flight plan creation provides a first indication of the degree to which individual AUs are transitioning toward consistent FF-ICE filing.

When analysing the proportion of FF-ICE versus AFTN-related flight plan events, preliminary results indicate that for several AUs there is a significant discrepancy (e.g. greater than 20%) between the percentage of flight plans created via FF-ICE and the percentage of related events processed via FF-ICE.

This suggests that, although initial filing may occur via FF-ICE, subsequent changes/updates may still be performed through AFTN messaging.

In many cases, this may be explained by the use of supplementary systems (in addition to the AU's primary filing system) that have not yet been upgraded to support FF-ICE updates.

The NM/SDM Initiative will continue to monitor these figures periodically, including actions such as:

- Communicating progress achieved in implementation.
- Engaging with major AUs that have not yet transitioned operationally to FF-ICE, or that show no increase in their FF-ICE filing rate, to identify obstacles and encourage corrective actions.
- Analysing cases where AUs stabilise above approximately 80% FF-ICE filing rate but do not reach near-full implementation (≈100%), to determine whether residual ICAO FPL2012 usage is justified (e.g. filings originating from ARO systems or secondary systems not yet FF-ICE compatible) and to discuss mitigation measures.

[11] The analysis considers all IFPZ flights and did not filter out flights for which the filing of an eFPL is not mandated, i.e. flights which do not depart or arrive from an airport located in the EATMN+ (EU27 (+Norway, Switzerland)) and that do not fly the EATMN+ airspace.

FF-ICE implementation by AUs and CFSPs has progressed significantly within the last few months. At the beginning of December 2025, only a limited number of airlines had obtained operational certificates and were filing eFPLs. By early February 2026, certification and operational usage have increased substantially.

Further acceleration is expected in the coming months. Nevertheless, remaining activities for AUs and their CFSPs/AROs entail:

- Consistent end-to-end use of FF-ICE services (including updates).
- Removal of mixed-mode operations.

The transition is clearly underway. The next phase needs to focus on consistency, completeness, and convergence towards full FF-ICE/R1 operational deployment across Europe. Further details are provided within the FF-ICE Roadmap 2026.

Family 6.1.1 Initial Air-Ground Trajectory Information Sharing (Airborne Domain)

Target date: 31st December 2027

For flights operating as general air traffic in accordance with instrument flight rules within the airspace above flight level 285 within the Single European Sky airspace, Aircraft operators must ensure that aircraft with an individual certificate of airworthiness first issued on or after 31st December 2027 are equipped with ADS-C EPP as part of ATS B2 capability.

Airline feedback on ADS-C EPP shows an early-stage but manageable implementation picture, largely driven by fleet applicability timelines. Many airlines consider the requirement not yet applicable to their current fleets because it mainly concerns aircraft with first airworthiness from 31st December 2027 onwards, although around one third already report some ADS-C EPP-capable aircraft in operation or limited equipage within specific fleet types.

While manufacturer commitment for future deliveries is given, the readiness by end 2027 remains mostly uncertain, with many replies indicating no firm commitment yet and ongoing discussions. Airbus roadmaps are generally seen as more robust, Boeing’s and other manufacturers on time readiness is still under evaluation in several cases.

Retrofit plans are mixed and often still under assessment: a few airlines report concrete forward-fit or limited early line-fit intentions, but many indicate no voluntary retrofit plans for current fleets due to higher retrofit costs and the expected deployment delays on the ground side, preferring a forward-fit approach for future aircraft.

On phase-in constraints, airlines generally report no major issues at this stage, but many responses remain tentative and expect challenges to emerge closer to implementation, particularly regarding training burden, upgrade options for legacy aircraft and investment prioritisation.

To support stakeholders in addressing potential deployment issues, SDM established the AF6+ Coordination Platform.

Appendix - Status of CP1 deployment – Aggregated view per Applicability Area

The present Appendix aims at illustrating within a single snapshot all relevant information concerning the status of the Common Project One deployment within each of the countries included in the geographical scope defined within Regulation (EU) n. 2021/116. Gaps are differentiated between airport gaps and country gaps. In this respect, for Families in AF1 and, AF2 and Families 4.2.2 and 4.4.1 the applicable airports are explicitly listed, as per Regulation (EU) n. 2021/116.

This Appendix is fed by the same data and information included within Section 2, gathered from operational Stakeholders through the Monitoring Exercise, as well as by information stemming from the SDM coordination activities and oversight on CEF-funded Implementation Projects.

The following pages encompass dedicated tables per each country included within the geographical scope of the Common Project One, illustrating the following information:

- overview of the status of the implementation gaps for the country, differentiating between those which have already been closed, those which are ongoing or planned and those for which no specific plans have been elaborated by the relevant Stakeholders.

- status of coverage for each gap associated to a Family of the Deployment Programme, encompassing the following percentages and information (in case of airport gaps the airports are also listed and detailed):
  - Completed, i.e., what has been already deployed.
  - *Ongoing*, i.e., the percentage of the Family covered by ongoing activities.
  - *Planned*, i.e., the percentage of the Family planned to be covered by future initiatives.
  - *Not yet planned*, i.e., the percentage of the Family for which no specific plan has been elaborated.
  - *Implementation date* of the Family deployment.
  - *CP1 target date,* i.e., the deadline for implementation as set by CP1 IR 2021/116.

The same logic applies for both Country and Airport gaps.

Airport Gaps								Country Gaps						
Family	Airport	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	CP1 target date	Family	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	CP1 target date
1.1.1	Vienna Schwechat	100	0	0	0	November 2022	2024	3.1.1	100	0	0	0	January 2024	2022
2.1.1	Vienna Schwechat	100	0	0	0	April 2022	2022	3.1.2	100	0	0	0	May 2022	2022
2.2.1	Vienna Schwechat	100	0	0	0	December 2023	2023	3.2.1	100	0	0	0	November 2016	2022

To ease the identification of the completed gaps or the implementations set beyond the CP1 target dates, the rows of the table are coloured in green or red, respectively.

To get a full picture of the individual status for each Stakeholder category (ANSP, Airport Operator, MET Provider, AISP, NM) contributing to the local implementation, refer to Family and Service Views (Section 2).

Furthermore, the table at the bottom of each chart lists the SDM-coordinated and EU-funded Implementation Projects which directly involve Stakeholders operating within the relevant country.

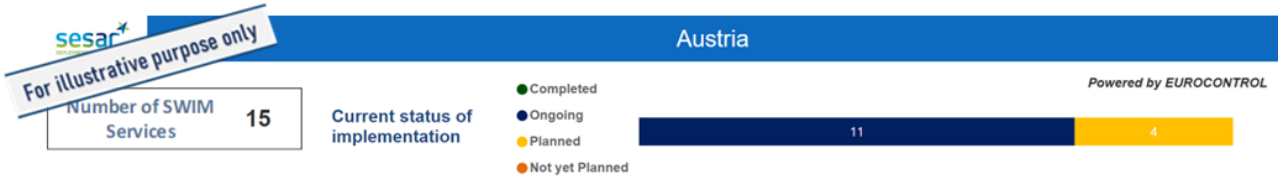
The closed projects are also duly highlighted.

List of CEF-funded initiatives awarded to Stakeholders

Reference Number	CEF Project Title	Implementing Partners	Closed
#006AF5	Quality (ADQ)	Austro Control	✓
[illegible]	Performance Based Navigation (PBN) implementation in Vienna (LOWW)	Austro Control	✓
[illegible]	External Gateway System (EGS) Implementation	Austro Control	✓
#009AF5	Integrated Briefing System New (IBSN)	Austro Control	✓
#011AF2	Collaborative Decision Management (CDM) fully implemented	Austro Control	✓

Service View

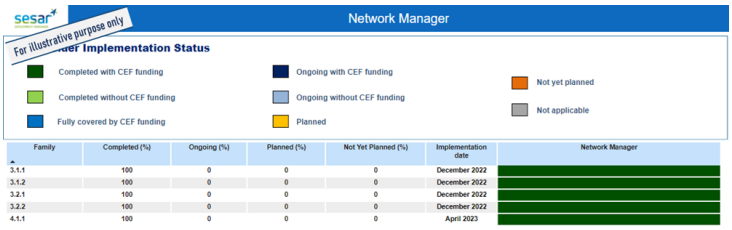
To provide a comprehensive view on AF5 implementation status, a dedicated chart, with similar structure as described above, is provided for each single SWIM service constituting Families 5.3.1, 5.4.1, 5.5.1 and 5.6.1.



Family	Service	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Completion date	CEF Projects
5.3.1	Information Exchange - Airspace Reservation (ARES)	34	41	25	0	September 2028	Yes
5.3.1	Information Exchange - Aerodrome mapping service	10	90	0	0	December 2025	Yes
5.3.1	Information Exchange - Aeronautical Information Features service	13	77	10	0	December 2025	Yes
5.3.1	Information Exchange - Airspace Availability Service	75	25	0	0	December 2025	Yes
5.3.1	Information Exchange - Airspace structure service	25	75	0	0	December 2025	Yes
5.3.1	Information Exchange – Digital NOTAM service	13	77	10	0	December 2025	Yes
5.4.1	Information Exchange - Aerodrome Meteorological information Service	8	75	17	0	December 2025	No
5.4.1	Information Exchange - En-Route and Approach Meteorological information service	9	78	13	0	September 2028	Yes
5.4.1	Information Exchange - Network Meteorological Information	76	11	13	0	September 2028	No
5.4.1	Information Exchange - Volcanic Ash Mass Concentration information service	0	0	100	0	December 2025	No
5.5.1	Network Information Exchange - ATFCM Tactical Updates Service (Airport Capacity and Enroute)						
5.5.1	Network Information Exchange – Counts service (ATFCM Congestion Points)						
5.5.1	Network Information Exchange – Flight Management Service (Slots and NOP/AOP integration)	43	32	25	0	December 2025	No
5.5.1	Network Information Exchange – Measures Service (Traffic Regulation)						
5.5.1	Network Information Exchange - Short Term ATFCM Measures services (MCDM, eHelpdesk, STAM measures)						
5.6.1	Information Exchange (Yellow Profile) - Data Publication Service	0	0	100	0	September 2028	Yes
5.6.1	Information Exchange (Yellow Profile) - Extended AMAN SWIM Service	25	8	67	0	December 2025	Yes
5.6.1	Information Exchange (Yellow Profile) - Flight Data Request Service	0	0	100	0	September 2028	Yes
5.6.1	Information Exchange (Yellow Profile) - Notification Service	0	0	100	0	September 2028	Yes

Network Manager View

In addition to the section included at the bottom of the chart of each Family applicable, the contribution of Network Manager to the overall CP1 implementation is summarised in a dedicated view.



The table represents the implementation details of the impacted Families, in terms of percentages, implementation dates and Stakeholder status, following the same logics adopted to describe the implementation at Family View.

Austria

Austria

Number of gaps 21

Current status of implementation

- Completed
- Ongoing
- Planned
- Not yet Planned

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Airport Gaps

Family	Airport	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	CP1 target date
1.1.1	Vienna Airport	100	0	0	0	November 2022	2024
2.1.1	Vienna Airport	100	0	0	0	April 2022	2022
2.2.1	Vienna Airport	100	0	0	0	December 2023	2023
2.2.2	Vienna Airport	21	64	15	0	December 2027	2027
2.3.1	Vienna Airport	31	7	62	0	October 2028	2025
4.2.2	Vienna Airport	100	0	0	0	December 2023	2023
4.4.1	Vienna Airport	59	17	24	0	December 2027	2027

Country Gaps

Family	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	CP1 target date
3.1.1	100	0	0	0	January 2024	2022
3.1.2	100	0	0	0	May 2022	2022
3.2.1	100	0	0	0	November 2016	2022
3.2.2	100	0	0	0	November 2016	2025
4.1.1	100	0	0	0	May 2022	2022
4.2.1	100	0	0	0	December 2023	2023
4.3.1	100	0	0	0	May 2022	2022
5.2.1	100	0	0	0	December 2025	2025
5.3.1	83	12	5	0	December 2027	2025
5.4.1	100	0	0	0	December 2025	2025
5.5.1	73	7	20	0	March 2026 *	2025
5.6.1	25	0	75	0	September 2028	2025
6.1.2	8	72	20	0	September 2028	2027
6.3.1	26	54	20	0	March 2029	2027

Chart Key

Completed Gaps

Foreseen implementation beyond CP1 deadline

** Completed in April 2026*

List of CEF-funded initiatives awarded to Stakeholders

Reference Number	CEF Project Title	Implementing Partners	Closed
#006AF5	ATM Data Quality (ADQ)	Austro Control	✓
#007AF1	Performance Based Navigation (PBN) implementation in Vienna (LOWW)	Austro Control	✓
#008AF2	External Gateway System (EGS) Implementation	Austro Control	✓
#009AF5	Integrated Briefing System New (IBSN)	Austro Control	✓
#011AF2	Collaborative Decision Management (CDM) fully implemented	Austro Control	✓
#102AF3	Free route airspace from the Black Forest to the Black Sea	Austro Control	✓
2015_021_AF4	Slot Manager for PCP airports	Sabre	✓
2015_106_AF4	Flight evolution and upgrade of interfaces with NM stakeholders	Sabre	✓
2015_107_AF3	NM Systems upgrades in support of DCTs and FRA	Sabre	✓
2015_110_AF4	STAM Phase 2 (NM)	Sabre	✓
2015_114_AF4	Implementation of Target Times for ATFCM purposes (NM)	Sabre	✓
2015_174_AF5_A	NewPENS Stakeholders contribution for the procurement and deployment of NewPENS - Part A: General Call	Austro Control	✓
2015_207_AF3_A	Harmonisation of Technical ATM Platform in 5 ANSP including support of free Route Airspace and preparation of PCP program. (COOPANS B3.3, B3.4 and B3.5)	Austro Control	✓
2015_220_AF2	AF2_MET-Compliance-Programme	Austro Control	✓
2015_230_AF5	AF5 AIM Compliance Programme	Austro Control	✓
2015_231_AF5	METSW-DB PCP Evolution	Austro Control	✓
2015_232_AF2	TBS4LOWW (Time Based Separation for Vienna Airport)	Austro Control	✓
2015_234_AF1_A	AMAN LOWW initial	Austro Control	✓
2015_234_AF1_B	AMAN LOWW initial	Austro Control	✓
2015_236_AF3	VHF Concept Implementation 2020	Austro Control	✓
2016_027_AF5	European Deployment Roadmap for Flight Object Interoperability	Austro Control	✓
2016_075_AF3_A	FAB CE wide Study of DAM and STAM - General Call	Austro Control	✓
2016_134_AF3	Implementation of rolling ASM/ATFCM	Sabre	✓
2016_141_AF5	Deploy SWIM governance	Austro Control	✓
2016_147_AF1	RNP APCH RWY 29 Vienna	Austro Control	✓
2016_149_AF5	Austro Control iSWIM Capability Infrastructure	Austro Control	✓
2016_159_AF6	DLS Implementation Project - Path 2	Austro Control	✓
2016_161_AF6	DLS Implementation Project - Path 1 Ground stakeholders	Austro Control	✓
2017_004_AF1	Flight Crew Training for RNP1 Operations	AUA	✓
2017_052_AF4	AOP-NOP Integration - Extended Implementation	VIE	✓
2017_053_AF3	Implementation of rolling ASM/ATFCM	Sabre	✓
2017_056_AF5	Towards Shared Business Trajectory / Trajectory Based Operations	Sabre	✓
2017_058_AF2	ITWP4LOWW (Integrated Tower Working Position for Vienna Schwechat)	Austro Control	✓
2017_066_AF5	Implementing harmonised SWIM (Y) solution in COOPANS ANSPs and general PCP compliance	Austro Control	✓
2017_084_AF5	SWIM Common PKI and policies & procedures for establishing a Trust framework	Austro Control	✓
2017_089_AF6	IP1 - DLS European Target Solution assessment	Austro Control	✓
2017_089_AF6	IP1 - DLS European Target Solution assessment	PLUS	✓
2022_014_AF5	Acceleration of Aeronautical Digital Information Availability (ACADIA)	ACDS	
2022_014_AF5	Acceleration of Aeronautical Digital Information Availability (ACADIA)	Austro Control	
2022_020_AF5	ASM SWIM	Austro Control	
2023_001_AF2_AF4	Extended Airport Operations Plan and integration with the Network (EXOPAN)	VIE	
2023_013_AF5	Closing Gaps Towards Operational Use of eFPL for AUs	CAE Austria	

Austria

Number of SWIM Services 15

Current status of implementation

Powered by EUROCONTROL

Family	Service	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Completion date	CEF Projects
5.3.1	Information Exchange - Airspace Reservation (ARES)	67	13	20	0	April 2026	Yes
5.3.1	Information Exchange - Aerodrome mapping service	80	20	0	0	December 2027	Yes
5.3.1	Information Exchange - Aeronautical Information Features service	80	16	4	0	December 2027	Yes
5.3.1	Information Exchange - Airspace Availability Service	100	0	0	0	May 2024	Yes
5.3.1	Information Exchange - Airspace structure service	100	0	0	0	May 2024	Yes
5.3.1	Information Exchange – Digital NOTAM service	72	24	4	0	December 2027	Yes
5.4.1	Information Exchange - Aerodrome Meteorological information Service	100	0	0	0	December 2025	No
5.4.1	Information Exchange - En-Route and Approach Meteorological information service	100	0	0	0	December 2025	Yes
5.4.1	Information Exchange - Network Meteorological Information	100	0	0	0	August 2024	No
5.4.1	Information Exchange - Volcanic Ash Mass Concentration information service	100	0	0	0	December 2025	No
5.5.1	Network Information Exchange - ATFCM Tactical Updates Service (Airport Capacity and Enroute)						
5.5.1	Network Information Exchange – Counts service (ATFCM Congestion Points)						
5.5.1	Network Information Exchange – Flight Management Service (Slots and NOP/AOP integration)	73	7	20	0	March 2026 *	No
5.5.1	Network Information Exchange – MCDM Service (STAM measures and Slots)						
5.5.1	Network Information Exchange – Measures Service (Traffic Regulation)						
5.6.1	Information Exchange (Yellow Profile) - Data Publication Service	0	0	100	0	September 2028	Yes
5.6.1	Information Exchange (Yellow Profile) – Extended Arrival Sequence Service	100	0	0	0	December 2025	Yes
5.6.1	Information Exchange (Yellow Profile) - Flight Data Request Service	0	0	100	0	September 2028	Yes
5.6.1	Information Exchange (Yellow Profile) - Notification Service	0	0	100	0	September 2028	Yes

** Completed in April 2026*

Chart Key

Completed SWIM Service

Foreseen implementation beyond CP1 deadline

Belgium

Belgium

Number of gaps 21

Current status of implementation

- Completed
- Ongoing
- Planned
- Not yet Planned

Powered by EUROCONTROL

Airport Gaps

Family	Airport	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	CP1 target date
1.1.1	Brussels National	1	5	59	35	*	2024
2.1.1	Brussels National	100	0	0	0	March 2019	2022
2.2.1	Brussels National	100	0	0	0	December 2023	2023
2.2.2	Brussels National	5	40	55	0	December 2027	2027
2.3.1	Brussels National	100	0	0	0	February 2016	2025
4.2.2	Brussels National	100	0	0	0	September 2025	2023
4.4.1	Brussels National	54	22	24	0	December 2027	2027

Country Gaps

Family	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	CP1 target date
3.1.1	100	0	0	0	September 2022	2022
3.1.2	100	0	0	0	July 2022	2022
3.2.1	100	0	0	0	October 2019	2022
3.2.2	100	0	0	0	October 2019	2025
4.1.1	100	0	0	0	December 2022	2022
4.2.1	100	0	0	0	December 2022	2023
4.3.1	100	0	0	0	December 2022	2022
5.2.1	100	0	0	0	December 2025	2025
5.3.1	70	16	14	0	December 2028	2025
5.4.1	62	8	30	0	December 2028	2025
5.5.1	100	0	0	0	September 2025	2025
5.6.1	0	0	100	0	December 2028	2025
6.1.2	100	0	0	0	December 2022	2027
6.3.1	2	18	80	0	December 2028	2027

Chart Key

Completed Gaps

Foreseen implementation beyond CP1 deadline

** The remaining scope of the Gap is Not yet Planned*

List of CEF-funded initiatives awarded to Stakeholders

Reference Number	CEF Project Title	Implementing Partners	Closed
2016_141_AF5	Deploy SWIM governance	EUMETNET	✓
2016_150_AF2_GND	Enablers for Airport Surface Movement related to Safety Nets	BAC	✓
2016_159_AF6	DLS Implementation Project - Path 2	SITA S.C.R.L.	✓
2016_161_AF6	DLS Implementation Project - Path 1 Ground stakeholders	SITA S.C.R.L.	✓
2017_022_AF2	Synchronised stakeholder decision on process optimisation at airport level	BAC	✓
2017_022_AF2	Synchronised stakeholder decision on process optimisation at airport level	skeyes	✓
2017_062_AF4	Traffic Complexity Assessment and Simulations Tool – TCAST	skeyes	✓
2017_084_AF5	SWIM Common PKI and policies & procedures for establishing a Trust framework	skeyes	✓
2023_001_AF2_AF4	Extended Airport Operations Plan and integration with the Network (EXOPAN)	BAC	

Belgium

Powered by EUROCONTROL

Number of SWIM Services 15

Current status of implementation

Family	Service	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Completion date	CEF Projects
5.3.1	Information Exchange - Airspace Reservation (ARES)	14	40	46	0	December 2028	No
5.3.1	Information Exchange - Aerodrome mapping service	80	20	0	0	December 2026	No
5.3.1	Information Exchange - Aeronautical Information Features service	64	16	20	0	December 2028	No
5.3.1	Information Exchange - Airspace Availability Service	100	0	0	0	September 2025	No
5.3.1	Information Exchange - Airspace structure service	100	0	0	0	October 2024	No
5.3.1	Information Exchange – Digital NOTAM service	64	16	20	0	December 2028	No
5.4.1	Information Exchange - Aerodrome Meteorological information Service	55	16	29	0	December 2028	Yes
5.4.1	Information Exchange - En-Route and Approach Meteorological information service	55	16	29	0	December 2028	Yes
5.4.1	Information Exchange - Network Meteorological Information	100	0	0	0	December 2025	No
5.4.1	Information Exchange - Volcanic Ash Mass Concentration information service	40	0	60	0	December 2028	No
5.5.1	Network Information Exchange - ATFCM Tactical Updates Service (Airport Capacity and Enroute)						
5.5.1	Network Information Exchange – Counts service (ATFCM Congestion Points)						
5.5.1	Network Information Exchange – Flight Management Service (Slots and NOP/AOP integration)	100	0	0	0	September 2025	No
5.5.1	Network Information Exchange – MCDM Service (STAM measures and Slots)						
5.5.1	Network Information Exchange – Measures Service (Traffic Regulation)						
5.6.1	Information Exchange (Yellow Profile) - Data Publication Service	0	0	100	0	December 2028	No
5.6.1	Information Exchange (Yellow Profile) – Extended Arrival Sequence Service	0	0	100	0	December 2028	No
5.6.1	Information Exchange (Yellow Profile) - Flight Data Request Service	0	0	100	0	December 2028	No
5.6.1	Information Exchange (Yellow Profile) - Notification Service	0	0	100	0	December 2028	No

Chart Key

Completed SWIM Service

Foreseen implementation beyond CP1 deadline

Bulgaria

Bulgaria

Number of gaps 14

Current status of implementation

Completed
Ongoing
Planned
Not yet Planned

Powered by EUROCONTROL

Airport Gaps

Family	Airport	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	CP1 target date

Country Gaps

Family	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	CP1 target date
3.1.1	100	0	0	0	July 2022	2022
3.1.2	100	0	0	0	December 2022	2022
3.2.1	100	0	0	0	November 2013	2022
3.2.2	100	0	0	0	December 2021	2025
4.1.1	100	0	0	0	December 2022	2022
4.2.1	100	0	0	0	December 2023	2023
4.3.1	100	0	0	0	November 2020	2022
5.2.1	100	0	0	0	December 2025	2025
5.3.1	75	14	11	0	June 2028	2025
5.4.1	88	7	5	0	June 2026	2025
5.5.1	100	0	0	0	December 2025	2025
5.6.1	10	30	60	0	May 2028	2025
6.1.2	34	26	40	0	June 2028	2027
6.3.1	2	18	80	0	December 2028	2027

Chart Key

Completed Gaps

Foreseen implementation beyond CP1 deadline

List of CEF-funded initiatives awarded to Stakeholders

Reference Number	CEF Project Title	Implementing Partners	Closed
2015_174_AF5_B	NewPENS Stakeholders contribution for the procurement and deployment of NewPENS - Part B: Cohesion Call	BULATSA	✓
2015_217_AF4	tCAT implementation in Sofia ACC	BULATSA	✓
2016_062_AF5	Creating Local Security Operation Center	BULATSA	✓
2016_141_AF5	Deploy SWIM governance	BULATSA	✓
2016_159_AF6	DLS Implementation Project - Path 2	BULATSA	✓
2017_084_AF5	SWIM Common PKI and policies & procedures for establishing a Trust framework	BULATSA	✓
2017_089_AF6	IP1 - DLS European Target Solution assessment	BULATSA	✓

Bulgaria

Number of SWIM Services 16

Current status of implementation

Powered by EUROCONTROL

Family	Service	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Completion date	CEF Projects
5.3.1	Information Exchange - Airspace Reservation (ARES)	30	24	46	0	June 2028	No
5.3.1	Information Exchange - Aerodrome mapping service						
5.3.1	Information Exchange - Aeronautical Information Features service	72	24	4	0	December 2026	No
5.3.1	Information Exchange - Airspace Availability Service	100	0	0	0	December 2023	No
5.3.1	Information Exchange - Airspace structure service	100	0	0	0	April 2017	No
5.3.1	Information Exchange – Digital NOTAM service	72	24	4	0	December 2026	No
5.4.1	Information Exchange - Aerodrome Meteorological information Service	96	4	0	0	June 2026	No
5.4.1	Information Exchange - En-Route and Approach Meteorological information service	96	4	0	0	June 2026	No
5.4.1	Information Exchange - Network Meteorological Information	100	0	0	0	December 2025	No
5.4.1	Information Exchange - Volcanic Ash Mass Concentration information service	60	20	20	0	April 2026	No
5.5.1	Network Information Exchange - ATFCM Tactical Updates Service (Airport Capacity and Enroute)	100	0	0	0	December 2025	No
5.5.1	Network Information Exchange – Counts service (ATFCM Congestion Points)	100	0	0	0	December 2024	No
5.5.1	Network Information Exchange – Flight Management Service (Slots and NOP/AOP integration)						
5.5.1	Network Information Exchange – MCDM Service (STAM measures and Slots)	100	0	0	0	February 2025	No
5.5.1	Network Information Exchange – Measures Service (Traffic Regulation)	100	0	0	0	December 2025	No
5.6.1	Information Exchange (Yellow Profile) - Data Publication Service	10	30	60	0	May 2028	No
5.6.1	Information Exchange (Yellow Profile) – Extended Arrival Sequence Service						
5.6.1	Information Exchange (Yellow Profile) - Flight Data Request Service	10	30	60	0	May 2028	No
5.6.1	Information Exchange (Yellow Profile) - Notification Service	10	30	60	0	May 2028	No

Chart Key

Completed SWIM Service

Foreseen implementation beyond CP1 deadline

Croatia

Croatia

Number of gaps 13

Current status of implementation

- Completed
- Ongoing
- Planned
- Not yet Planned

Powered by EUROCONTROL

Airport Gaps

Family	Airport	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	CP1 target date

Country Gaps

Family	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	CP1 target date
3.1.1	100	0	0	0	January 2022	2022
3.1.2	100	0	0	0	July 2022	2022
3.2.1	100	0	0	0	December 2016	2022
3.2.2	100	0	0	0	December 2021	2025
4.1.1	100	0	0	0	December 2022	2022
4.2.1	100	0	0	0	December 2023	2023
4.3.1	100	0	0	0	December 2023	2022
5.2.1	100	0	0	0	December 2025	2025
5.3.1	83	12	5	0	March 2027	2025
5.4.1	69	15	16	0	April 2026	2025
5.5.1						
5.6.1	20	60	20	0	February 2028	2025
6.1.2	36	44	20	0	March 2028	2027
6.3.1	2	18	80	0	March 2028	2027

Chart Key

Completed Gaps

Foreseen implementation beyond CP1 deadline

List of CEF-funded initiatives awarded to Stakeholders

Reference Number	CEF Project Title	Implementing Partners	Closed
#102AF3	Free route airspace from the Black Forest to the Black Sea	Croatia Control	✓
2015_047_AF5	Modernisation of IP based G/G Data Network in CCL - CaRT/iWAN-NG	Croatia Control	✓
2015_049_AF5	CCL cyber security architecture - ExCO-NG	Croatia Control	✓
2015_050_AF3	SIMULATION AND IMPLEMENTATION OF SEAFRA H24	Croatia Control	✓
2015_051_AF3	VARP - VoIP ATC Radio Project	Croatia Control	✓
2015_174_AF5_B	NewPENS Stakeholders contribution for the procurement and deployment of NewPENS - Part B: Cohesion Call	Croatia Control	✓
2015_207_AF3_B	Harmonisation of Technical ATM Platform in 5 ANSP including support of free Route Airspace and preparation of PCP program. (COOPANS B3.3, B3.4 and B3.5)	Croatia Control	✓
2016_027_AF5	European Deployment Roadmap for Flight Object Interoperability	Croatia Control	✓
2016_043_AF3	VCS-IP - Upgrade of Voice Communication Systems to support ATM VoIP communications	Croatia Control	✓
2016_044_AF5	Modernization of IP based G/G Data Network in CCL - CaRT/iWAN-NG - Phase II. – Implementation	Croatia Control	✓
2016_075_AF3_B	FAB CE wide Study of DAM and STAM - Cohesion Call	Croatia Control	✓
2016_159_AF6	DLS Implementation Project - Path 2	Croatia Control	✓
2016_161_AF6	DLS Implementation Project - Path 1 Ground stakeholders	Croatia Control	✓
2017_066_AF5	Implementing harmonised SWIM (Y) solution in COOPANS ANSPs and general PCP compliance	Croatia Control	✓
2017_089_AF6	IP1 - DLS European Target Solution assessment	Croatia Control	✓
2022_020_AF5	ASM SWIM	Croatia Control	

Croatia

Number of SWIM Services 12

Current status of implementation

Powered by EUROCONTROL

Family	Service	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Completion date	CEF Projects
5.3.1	Information Exchange - Airspace Reservation (ARES)	80	0	20	0	May 2026	Yes
5.3.1	Information Exchange - Aerodrome mapping service						
5.3.1	Information Exchange - Aeronautical Information Features service	67	29	4	0	March 2027	No
5.3.1	Information Exchange - Airspace Availability Service	100	0	0	0	December 2025	Yes
5.3.1	Information Exchange - Airspace structure service	100	0	0	0	December 2025	Yes
5.3.1	Information Exchange – Digital NOTAM service	67	29	4	0	March 2027	No
5.4.1	Information Exchange - Aerodrome Meteorological information Service	58	19	23	0	April 2026	No
5.4.1	Information Exchange - En-Route and Approach Meteorological information service	58	19	23	0	April 2026	No
5.4.1	Information Exchange - Network Meteorological Information	100	0	0	0	December 2025	No
5.4.1	Information Exchange - Volcanic Ash Mass Concentration information service	60	20	20	0	April 2026	No
5.5.1	Network Information Exchange - ATFCM Tactical Updates Service (Airport Capacity and Enroute)						
5.5.1	Network Information Exchange – Counts service (ATFCM Congestion Points)						
5.5.1	Network Information Exchange – Flight Management Service (Slots and NOP/AOP integration)						
5.5.1	Network Information Exchange – MCDM Service (STAM measures and Slots)						
5.5.1	Network Information Exchange – Measures Service (Traffic Regulation)						
5.6.1	Information Exchange (Yellow Profile) - Data Publication Service	20	60	20	0	February 2028	No
5.6.1	Information Exchange (Yellow Profile) – Extended Arrival Sequence Service						
5.6.1	Information Exchange (Yellow Profile) - Flight Data Request Service	20	60	20	0	February 2028	No
5.6.1	Information Exchange (Yellow Profile) - Notification Service	20	60	20	0	February 2028	No

Chart Key

Completed SWIM Service

Foreseen implementation beyond CP1 deadline

Cyprus

Cyprus

Number of gaps 13

Current status of implementation

- Completed
- Ongoing
- Planned
- Not yet Planned

Powered by EUROCONTROL

Airport Gaps

Family	Airport	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	CP1 target date

Country Gaps

Family	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	CP1 target date
3.1.1	100	0	0	0	December 2022	2022
3.1.2	100	0	0	0	March 2022	2022
3.2.1	100	0	0	0	December 2022	2022
3.2.2	100	0	0	0	November 2025	2025
4.1.1	100	0	0	0	June 2022	2022
4.2.1	100	0	0	0	December 2023	2023
4.3.1	100	0	0	0	December 2023	2022
5.2.1	94	6	0	0	March 2026 *	2025
5.3.1	68	16	16	0	December 2028	2025
5.4.1	76	5	19	0	December 2030	2025
5.5.1						
5.6.1	0	0	100	0	December 2030	2025
6.1.2	0	0	100	0	December 2030	2027
6.3.1	0	0	100	0	December 2028	2027

Chart Key

Completed Gaps

Foreseen implementation beyond CP1 deadline

** Completed in April 2026*

List of CEF-funded initiatives awarded to Stakeholders

Reference Number	CEF Project Title	Implementing Partners	Closed
2016_109_AF5	BLUEMED FAB IP Network deployment	DCAC	✓
2022_014_AF5	Acceleration of Aeronautical Digital Information Availability (ACADIA)	DCAC	
2022_020_AF5	ASM SWIM	DCAC	

Cyprus

Number of SWIM Services 12

Current status of implementation

Powered by EUROCONTROL

Family	Service	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Completion date	CEF Projects
5.3.1	Information Exchange - Airspace Reservation (ARES)	3	24	73	0	December 2028	No
5.3.1	Information Exchange - Aerodrome mapping service						
5.3.1	Information Exchange - Aeronautical Information Features service	67	29	4	0	December 2028	Yes
5.3.1	Information Exchange - Airspace Availability Service	100	0	0	0	May 2021	No
5.3.1	Information Exchange - Airspace structure service	100	0	0	0	November 2023	No
5.3.1	Information Exchange – Digital NOTAM service	72	24	4	0	October 2026	Yes
5.4.1	Information Exchange - Aerodrome Meteorological information Service	55	16	29	0	December 2030	No
5.4.1	Information Exchange - En-Route and Approach Meteorological information service	67	4	29	0	December 2030	No
5.4.1	Information Exchange - Network Meteorological Information	100	0	0	0	December 2025	No
5.4.1	Information Exchange - Volcanic Ash Mass Concentration information service	84	0	16	0	December 2026	No
5.5.1	Network Information Exchange - ATFCM Tactical Updates Service (Airport Capacity and Enroute)						
5.5.1	Network Information Exchange – Counts service (ATFCM Congestion Points)						
5.5.1	Network Information Exchange – Flight Management Service (Slots and NOP/AOP integration)						
5.5.1	Network Information Exchange – MCDM Service (STAM measures and Slots)						
5.5.1	Network Information Exchange – Measures Service (Traffic Regulation)						
5.6.1	Information Exchange (Yellow Profile) - Data Publication Service	0	0	100	0	December 2030	No
5.6.1	Information Exchange (Yellow Profile) – Extended Arrival Sequence Service						
5.6.1	Information Exchange (Yellow Profile) - Flight Data Request Service	0	0	100	0	December 2030	No
5.6.1	Information Exchange (Yellow Profile) - Notification Service	0	0	100	0	December 2030	No

Chart Key

Completed SWIM Service

Foreseen implementation beyond CP1 deadline

Czech Republic

Czech Republic

Number of gaps 16

Current status of implementation

- Completed
- Ongoing
- Planned
- Not yet Planned

Powered by EUROCONTROL

Airport Gaps

Family	Airport	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	CP1 target date
2.2.2	Prague Václav Havel	5	40	55	0	December 2027	2027
4.4.1	Prague Václav Havel	59	17	24	0	December 2027	2027

Country Gaps

Family	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	CP1 target date
3.1.1	100	0	0	0	December 2022	2022
3.1.2	100	0	0	0	December 2022	2022
3.2.1	100	0	0	0	February 2021	2022
3.2.2	100	0	0	0	December 2022	2025
4.1.1	100	0	0	0	December 2018	2022
4.2.1	100	0	0	0	December 2019	2023
4.3.1	100	0	0	0	April 2023	2022
5.2.1	100	0	0	0	December 2025	2025
5.3.1	81	14	5	0	June 2027	2025
5.4.1	100	0	0	0	December 2025	2025
5.5.1	93	7	0	0	December 2027	2025
5.6.1	45	15	40	0	December 2032	2025
6.1.2	0	0	100	0	December 2032	2027
6.3.1	2	18	80	0	December 2032	2027

Chart Key

Completed Gaps

Foreseen implementation beyond CP1 deadline

List of CEF-funded initiatives awarded to Stakeholders

Reference Number	CEF Project Title	Implementing Partners	Closed
#102AF3	Free route airspace from the Black Forest to the Black Sea	ANS CR	✓
2015_145_AF5_B	AIM Deployment Toolkit	ANS CR	✓
2015_174_AF5_B	NewPENS Stakeholders contribution for the procurement and deployment of NewPENS - Part B: Cohesion Call	ANS CR	✓
2015_196_AF1_B	Extended AMAN in Czech airspace	ANS CR	✓
2015_234_AF1_B	AMAN LOWW initial	ANS CR	✓
2015_239_AF3	Flexible ASM and Free Route	ANS CR	✓
2015_240_AF4	Traffic Complexity Tools	ANS CR	✓
2015_241_AF5	Meteorological Information Exchange Service	ANS CR	✓
2015_241_AF5	Meteorological Information Exchange Service	CHMI	✓
2015_242_AF3	Free Route implementation into ATM system of ANS CR	ANS CR	✓
2015_243_AF5	Aeronautical Information Distribution Service	ANS CR	✓
2016_065_AF5	SWIM implementation into ATS INFO/ARO system of ANS CR	ANS CR	✓
2016_075_AF3_B	FAB CE wide Study of DAM and STAM - Cohesion Call	ANS CR	✓
2022_014_AF5	Acceleration of Aeronautical Digital Information Availability (ACADIA)	PRG airport	
2022_022_AF2_AF4	BEACON	PRG airport	
2023_045_AF5	FF-ICE Implementation into FDPS systems of ANS CR	ANS CR	

Czech Republic

Number of SWIM Services 16

Current status of implementation

Powered by EUROCONTROL

Family	Service	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Completion date	CEF Projects
5.3.1	Information Exchange - Airspace Reservation (ARES)	59	21	20	0	December 2026	Yes
5.3.1	Information Exchange - Aerodrome mapping service						
5.3.1	Information Exchange - Aeronautical Information Features service	72	24	4	0	June 2027	Yes
5.3.1	Information Exchange - Airspace Availability Service	100	0	0	0	July 2024	Yes
5.3.1	Information Exchange - Airspace structure service	100	0	0	0	July 2024	Yes
5.3.1	Information Exchange – Digital NOTAM service	72	24	4	0	June 2027	No
5.4.1	Information Exchange - Aerodrome Meteorological information Service	100	0	0	0	December 2025	Yes
5.4.1	Information Exchange - En-Route and Approach Meteorological information service	100	0	0	0	December 2025	Yes
5.4.1	Information Exchange - Network Meteorological Information	100	0	0	0	December 2025	Yes
5.4.1	Information Exchange - Volcanic Ash Mass Concentration information service	100	0	0	0	December 2025	Yes
5.5.1	Network Information Exchange - ATFCM Tactical Updates Service (Airport Capacity and Enroute)	80	20	0	0	December 2027	No
5.5.1	Network Information Exchange – Counts service (ATFCM Congestion Points)	100	0	0	0	December 2018	No
5.5.1	Network Information Exchange – Flight Management Service (Slots and NOP/AOP integration)						
5.5.1	Network Information Exchange – MCDM Service (STAM measures and Slots)						
5.5.1	Network Information Exchange – Measures Service (Traffic Regulation)	100	0	0	0	December 2018	No
5.6.1	Information Exchange (Yellow Profile) - Data Publication Service	60	20	20	0	March 2026 *	Yes
5.6.1	Information Exchange (Yellow Profile) – Extended Arrival Sequence Service	0	0	100	0	December 2032	No
5.6.1	Information Exchange (Yellow Profile) - Flight Data Request Service	60	20	20	0	March 2026 *	Yes
5.6.1	Information Exchange (Yellow Profile) - Notification Service	60	20	20	0	March 2026 *	Yes

** Completed in April 2026*

Chart Key

Completed SWIM Service

Foreseen implementation beyond CP1 deadline

Denmark

Denmark

Number of gaps 21

Current status of implementation

- Completed
- Ongoing
- Planned
- Not yet Planned

Powered by EUROCONTROL

Airport Gaps

Family	Airport	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	CP1 target date
1.1.1	Copenhagen Kastrup	100	0	0	0	November 2018	2024
2.1.1	Copenhagen Kastrup	100	0	0	0	September 2024	2022
2.2.1	Copenhagen Kastrup	100	0	0	0	December 2018	2023
2.2.2	Copenhagen Kastrup	5	40	55	0	December 2027	2027
2.3.1	Copenhagen Kastrup	100	0	0	0	March 2024	2025
4.2.2	Copenhagen Kastrup	100	0	0	0	March 2025	2023
4.4.1	Copenhagen Kastrup	59	17	24	0	December 2027	2027

Country Gaps

Family	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	CP1 target date
3.1.1	100	0	0	0	December 2017	2022
3.1.2	100	0	0	0	December 2017	2022
3.2.1	100	0	0	0	November 2011	2022
3.2.2	100	0	0	0	June 2016	2025
4.1.1	100	0	0	0	December 2022	2022
4.2.1	100	0	0	0	September 2023	2023
4.3.1	100	0	0	0	December 2022	2022
5.2.1	92	8	0	0	July 2026	2025
5.3.1	68	25	7	0	March 2027	2025
5.4.1	100	0	0	0	December 2025	2025
5.5.1	100	0	0	0	December 2024	2025
5.6.1	53	32	15	0	December 2029	2025
6.1.2	0	0	100	0	December 2029	2027
6.3.1	0	0	100	0	December 2029	2027

Chart Key

Completed Gaps

Foreseen implementation beyond CP1 deadline

List of CEF-funded initiatives awarded to Stakeholders

Reference Number	CEF Project Title	Implementing Partners	Closed
#020AF3	Borealis Free Route Airspace (Part 1)	NAVIAIR	✓
#103AF2	Standardization of A-SMGCS	CPH	✓
#103AF2	Standardization of A-SMGCS	NAVIAIR	✓
#127AF5	National WAN Infrastructure - CANDI-IP preparation project	NAVIAIR	✓
2015_025_AF5_A	Sub-regional SWIM MET deployment to support NEFRA (part A)	DMI	✓
2015_043_AF2	AF2.4 A-SMGCS - Routing & Planning	CPH	✓
2015_043_AF2	AF2.4 A-SMGCS - Routing & Planning	NAVIAIR	✓
2015_044_AF2	Implementation of initial DMAN and AOP at Copenhagen Airport	CPH	✓
2015_044_AF2	Implementation of initial DMAN and AOP at Copenhagen Airport	NAVIAIR	✓
2015_045_AF5	AF5 iSWIM	CPH	✓
2015_046_AF2	AF 2.5 A-SMGCS - Safety Nets	CPH	✓
2015_046_AF2	AF 2.5 A-SMGCS - Safety Nets	NAVIAIR	✓
2015_099_AF5	DK-SE FAB Aeronautical Data Quality (ADQ)	NAVIAIR	✓
2015_131_AF5	CANDI-IP (execution phase)	NAVIAIR	✓
2015_132_AF3	VoIP Programme	NAVIAIR	✓
2015_174_AF5_A	NewPENS Stakeholders contribution for the procurement and deployment of NewPENS - Part A: General Call	NAVIAIR	✓
2015_207_AF3_A	Harmonisation of Technical ATM Platform in 5 ANSP including support of free Route Airspace and preparation of PCP program. (COOPANS B3.3, B3.4 and B3.5)	NAVIAIR	✓
2015_227_AF3_A	Borealis FRA Implementation (Part 2)	NAVIAIR	✓
2016_012_AF1	Synchronised PBN Implementation	CPH	✓
2016_012_AF1	Synchronised PBN Implementation	NAVIAIR	✓
2016_027_AF5	European Deployment Roadmap for Flight Object Interoperability	NAVIAIR	✓
2016_141_AF5	Deploy SWIM governance	CPH	✓
2016_150_AF2_GND	Enablers for Airport Surface Movement related to Safety Nets	CPH	✓
2016_150_AF2_GND	Enablers for Airport Surface Movement related to Safety Nets	NAVIAIR	✓
2017_022_AF2	Synchronised stakeholder decision on process optimisation at airport level	CPH	✓
2017_026_AF5	Denmark	CPH	✓
2017_060_AF5	ADQ Components in the SWIM Infrastructure - upstream data inclusion in the full data chain solution - ANSP and Airport	NAVIAIR	✓
2017_066_AF5	Implementing harmonised SWIM (Y) solution in COOPANS ANSPs and general PCP compliance	NAVIAIR	✓
2017_084_AF5	SWIM Common PKI and policies & procedures for establishing a Trust framework	CPH	✓
2017_084_AF5	SWIM Common PKI and policies & procedures for establishing a Trust framework	NAVIAIR	✓
2022_014_AF5	Acceleration of Aeronautical Digital Information Availability (ACADIA)	NAVIAIR	
2022_020_AF5	ASM SWIM	NAVIAIR	
2023_001_AF2_AF4	Extended Airport Operations Plan and integration with the Network (EXOPAN)	CPH	

Denmark

Number of SWIM Services 14

Current status of implementation

Powered by EUROCONTROL

Family	Service	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Completion date	CEF Projects
5.3.1	Information Exchange - Airspace Reservation (ARES)	45	35	20	0	June 2026	No
5.3.1	Information Exchange - Aerodrome mapping service	80	20	0	0	March 2027	No
5.3.1	Information Exchange - Aeronautical Information Features service	64	16	20	0	March 2027	Yes
5.3.1	Information Exchange - Airspace Availability Service	75	25	0	0	June 2026	Yes
5.3.1	Information Exchange - Airspace structure service	68	32	0	0	June 2026	No
5.3.1	Information Exchange – Digital NOTAM service	72	24	4	0	March 2027	No
5.4.1	Information Exchange - Aerodrome Meteorological information Service	100	0	0	0	December 2025	Yes
5.4.1	Information Exchange - En-Route and Approach Meteorological information service	100	0	0	0	December 2025	Yes
5.4.1	Information Exchange - Network Meteorological Information						
5.4.1	Information Exchange - Volcanic Ash Mass Concentration information service	100	0	0	0	December 2025	No
5.5.1	Network Information Exchange - ATFCM Tactical Updates Service (Airport Capacity and Enroute)						
5.5.1	Network Information Exchange – Counts service (ATFCM Congestion Points)						
5.5.1	Network Information Exchange – Flight Management Service (Slots and NOP/AOP integration)	100	0	0	0	December 2024	Yes
5.5.1	Network Information Exchange – MCDM Service (STAM measures and Slots)						
5.5.1	Network Information Exchange – Measures Service (Traffic Regulation)						
5.6.1	Information Exchange (Yellow Profile) - Data Publication Service	40	40	20	0	December 2029	No
5.6.1	Information Exchange (Yellow Profile) – Extended Arrival Sequence Service	90	10	0	0	December 2029	Yes
5.6.1	Information Exchange (Yellow Profile) - Flight Data Request Service	40	40	20	0	December 2029	No
5.6.1	Information Exchange (Yellow Profile) - Notification Service	40	40	20	0	December 2029	No

Chart Key

Completed SWIM Service

Foreseen implementation beyond CP1 deadline

Estonia

Estonia

Number of gaps 13

Current status of implementation

- Completed
- Ongoing
- Planned
- Not yet Planned

Powered by EUROCONTROL

Airport Gaps

Family	Airport	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	CP1 target date

Country Gaps

Family	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	CP1 target date
3.1.1	100	0	0	0	December 2021	2022
3.1.2	100	0	0	0	January 2022	2022
3.2.1	100	0	0	0	November 2015	2022
3.2.2	100	0	0	0	April 2020	2025
4.1.1	100	0	0	0	June 2023	2022
4.2.1	100	0	0	0	June 2023	2023
4.3.1	100	0	0	0	December 2023	2022
5.2.1	56	44	0	0	December 2026	2025
5.3.1	80	15	5	0	May 2030	2025
5.4.1	52	25	23	0	May 2030	2025
5.5.1						
5.6.1	0	0	100	0	May 2030	2025
6.1.2	25	0	75	0	May 2030	2027
6.3.1	18	22	60	0	May 2030	2027

Chart Key

Completed Gaps

Foreseen implementation beyond CP1 deadline

List of CEF-funded initiatives awarded to Stakeholders

Reference Number	CEF Project Title	Implementing Partners	Closed
#020AF3	Borealis Free Route Airspace (Part 1)	EANS	✓
#056AF3	ASM tool Implementation	EANS	✓
2015_025_AF5_B	Sub-regional SWIM MET deployment to support NEFRA (part B)	ESTEA	✓
2015_227_AF3_B	Borealis FRA Implementation (Part 2)	EANS	✓
2016_159_AF6	DLS Implementation Project - Path 2	EANS	✓
2016_161_AF6	DLS Implementation Project - Path 1 Ground stakeholders	EANS	✓
2022_014_AF5	Acceleration of Aeronautical Digital Information Availability (ACADIA)	EANS	
2024_631_AF6	Common AF6 implementation - 6.3.1	EANS	

Estonia

Number of SWIM Services 11

Current status of implementation

Powered by EUROCONTROL

Family	Service	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Completion date	CEF Projects
5.3.1	Information Exchange - Airspace Reservation (ARES)	55	25	20	0	May 2030	No
5.3.1	Information Exchange - Aerodrome mapping service						
5.3.1	Information Exchange - Aeronautical Information Features service	72	24	4	0	April 2026	Yes
5.3.1	Information Exchange - Airspace Availability Service	100	0	0	0	December 2022	No
5.3.1	Information Exchange - Airspace structure service	100	0	0	0	June 2020	No
5.3.1	Information Exchange – Digital NOTAM service	72	24	4	0	April 2026	Yes
5.4.1	Information Exchange - Aerodrome Meteorological information Service	58	19	23	0	May 2030	No
5.4.1	Information Exchange - En-Route and Approach Meteorological information service	34	37	29	0	May 2030	No
5.4.1	Information Exchange - Network Meteorological Information						
5.4.1	Information Exchange - Volcanic Ash Mass Concentration information service	65	19	16	0	June 2026	No
5.5.1	Network Information Exchange - ATFCM Tactical Updates Service (Airport Capacity and Enroute)						
5.5.1	Network Information Exchange – Counts service (ATFCM Congestion Points)						
5.5.1	Network Information Exchange – Flight Management Service (Slots and NOP/AOP integration)						
5.5.1	Network Information Exchange – MCDM Service (STAM measures and Slots)						
5.5.1	Network Information Exchange – Measures Service (Traffic Regulation)						
5.6.1	Information Exchange (Yellow Profile) - Data Publication Service	0	0	100	0	May 2030	No
5.6.1	Information Exchange (Yellow Profile) – Extended Arrival Sequence Service						
5.6.1	Information Exchange (Yellow Profile) - Flight Data Request Service	0	0	100	0	May 2030	No
5.6.1	Information Exchange (Yellow Profile) - Notification Service	0	0	100	0	May 2030	No

Chart Key

Completed SWIM Service

Foreseen implementation beyond CP1 deadline

Finland

Finland

Number of gaps 15

Current status of implementation

- Completed
- Ongoing
- Planned
- Not yet Planned

Powered by EUROCONTROL

Airport Gaps

Family	Airport	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	CP1 target date
2.2.2	Helsinki Vantaa	4	38	58	0	December 2027	2027
4.4.1	Helsinki Vantaa	53	43	4	0	December 2027	2027

Country Gaps

Family	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	CP1 target date
3.1.1	100	0	0	0	December 2022	2022
3.1.2	100	0	0	0	December 2022	2022
3.2.1	100	0	0	0	November 2015	2022
3.2.2	100	0	0	0	December 2023	2025
4.1.1	100	0	0	0	January 2021	2022
4.2.1	100	0	0	0	February 2023	2023
4.3.1	100	0	0	0	December 2023	2022
5.2.1	100	0	0	0	December 2025	2025
5.3.1	81	13	6	0	May 2030	2025
5.4.1	60	16	24	0	May 2030	2025
5.5.1						
5.6.1	0	0	100	0	May 2030	2025
6.1.2	22	38	40	0	May 2030	2027
6.3.1	0	0	100	0	May 2030	2027

Chart Key

Completed Gaps

Foreseen implementation beyond CP1 deadline

List of CEF-funded initiatives awarded to Stakeholders

Reference Number	CEF Project Title	Implementing Partners	Closed
#020AF3	Borealis Free Route Airspace (Part 1)	Finavia	✓
2015_025_AF5_A	Sub-regional SWIM MET deployment to support NEFRA (part A)	FMI	✓
2015_068_AF5	European Harmonised Forecasts of Adverse Weather (Icing, Turbulence, Convection and Winter weather)	FMI	✓
2015_174_AF5_A	NewPENS Stakeholders contribution for the procurement and deployment of NewPENS - Part A: General Call	Finavia	✓
2015_174_AF5_A	NewPENS Stakeholders contribution for the procurement and deployment of NewPENS - Part A: General Call	Fintraffic ANS	✓
2015_227_AF3_A	Borealis FRA Implementation (Part 2)	Finavia	✓
2015_227_AF3_A	Borealis FRA Implementation (Part 2)	Fintraffic ANS	✓
2016_027_AF5	European Deployment Roadmap for Flight Object Interoperability	Fintraffic ANS	✓
2016_141_AF5	Deploy SWIM governance	Fintraffic ANS	✓
2016_159_AF6	DLS Implementation Project - Path 2	Fintraffic ANS	✓
2017_084_AF5	SWIM Common PKI and policies & procedures for establishing a Trust framework	Fintraffic ANS	✓

Finland

Number of SWIM Services 12

Current status of implementation

- Completed
- Ongoing
- Planned
- Not yet Planned

Powered by EUROCONTROL

Family	Service	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Completion date	CEF Projects
5.3.1	Information Exchange - Airspace Reservation (ARES)	67	13	20	0	May 2030	No
5.3.1	Information Exchange - Aerodrome mapping service						
5.3.1	Information Exchange - Aeronautical Information Features service	72	24	4	0	March 2030	No
5.3.1	Information Exchange - Airspace Availability Service	100	0	0	0	September 2022	No
5.3.1	Information Exchange - Airspace structure service	100	0	0	0	September 2022	No
5.3.1	Information Exchange – Digital NOTAM service	67	29	4	0	March 2030	No
5.4.1	Information Exchange - Aerodrome Meteorological information Service	62	15	23	0	May 2030	Yes
5.4.1	Information Exchange - En-Route and Approach Meteorological information service	59	12	29	0	May 2030	No
5.4.1	Information Exchange - Network Meteorological Information						
5.4.1	Information Exchange - Volcanic Ash Mass Concentration information service	60	20	20	0	May 2030	No
5.5.1	Network Information Exchange - ATFCM Tactical Updates Service (Airport Capacity and Enroute)						
5.5.1	Network Information Exchange – Counts service (ATFCM Congestion Points)						
5.5.1	Network Information Exchange – Flight Management Service (Slots and NOP/AOP integration)						
5.5.1	Network Information Exchange – MCDM Service (STAM measures and Slots)						
5.5.1	Network Information Exchange – Measures Service (Traffic Regulation)						
5.6.1	Information Exchange (Yellow Profile) - Data Publication Service	0	0	100	0	March 2030	No
5.6.1	Information Exchange (Yellow Profile) – Extended Arrival Sequence Service	0	0	100	0	May 2030	No
5.6.1	Information Exchange (Yellow Profile) - Flight Data Request Service	0	0	100	0	March 2030	No
5.6.1	Information Exchange (Yellow Profile) - Notification Service	0	0	100	0	March 2030	No

Chart Key

Completed SWIM Service

Foreseen implementation beyond CP1 deadline

France

France

Number of gaps 39

Current status of implementation

- Completed
- Ongoing
- Planned
- Not yet Planned

Powered by EUROCONTROL

Airport Gaps

Family	Airport	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	CP1 target date
1.1.1	Nice Côte D'Azur	63	37	0	0	December 2027	2024
1.1.1	Paris Charles de Gaulle	100	0	0	0	November 2024	2024
1.1.1	Paris Orly	100	0	0	0	November 2024	2024
1.2.1	Nice Côte D'Azur	4	36	7	53	*	2027
1.2.1	Paris Charles de Gaulle	4	36	0	60	*	2027
2.1.1	Nice Côte D'Azur	100	0	0	0	November 2019	2022
2.1.1	Paris Charles de Gaulle	100	0	0	0	November 2017	2022
2.1.1	Paris Orly	100	0	0	0	November 2017	2022
2.2.1	Nice Côte D'Azur	100	0	0	0	December 2023	2023
2.2.1	Paris Charles de Gaulle	100	0	0	0	December 2023	2023
2.2.1	Paris Orly	100	0	0	0	December 2023	2023
2.2.2	Lyon Saint-Exupéry	4	31	15	50	*	2027
2.2.2	Nice Côte D'Azur	32	53	15	0	December 2027	2027
2.2.2	Paris Charles de Gaulle	9	76	15	0	December 2027	2027
2.2.2	Paris Orly	9	76	15	0	December 2027	2027
2.3.1	Nice Côte D'Azur	64	31	5	0	December 2028	2025
2.3.1	Paris Charles de Gaulle	64	31	5	0	December 2028	2025
2.3.1	Paris Orly	91	4	5	0	June 2026	2025
4.2.2	Nice Côte D'Azur	100	0	0	0	August 2024	2023
4.2.2	Paris Charles de Gaulle	100	0	0	0	April 2024	2023
4.2.2	Paris Orly	100	0	0	0	April 2024	2023
4.4.1	Lyon Saint-Exupéry	18	52	5	25	*	2027
4.4.1	Nice Côte D'Azur	18	52	30	0	December 2027	2027
4.4.1	Paris Charles de Gaulle	18	52	30	0	December 2027	2027
4.4.1	Paris Orly	18	52	30	0	December 2027	2027

Country Gaps

Family	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	CP1 target date
3.1.1	100	0	0	0	December 2022	2022
3.1.2	100	0	0	0	December 2021	2022
3.2.1	100	0	0	0	December 2021	2022
3.2.2	89	8	3	0	March 2026 **	2025
4.1.1	100	0	0	0	December 2022	2022
4.2.1	100	0	0	0	April 2023	2023
4.3.1	100	0	0	0	December 2022	2022
5.2.1	100	0	0	0	December 2025	2025
5.3.1	71	15	14	0	June 2027	2025
5.4.1	100	0	0	0	December 2025	2025
5.5.1	100	0	0	0	December 2025	2025
5.6.1	25	0	75	0	December 2029	2025
6.1.2	5	45	20	30	*	2027
6.3.1	6	54	20	20	*	2027

Chart Key

Completed Gaps

Foreseen implementation beyond CP1 deadline

** The remaining scope of the Gap is Not yet Planned*

***Implementation date confirmed, hence completed*

List of CEF-funded initiatives awarded to Stakeholders

Reference Number	CEF Project Title	Implementing Partners	Closed
#023AF2	SMAN-Vehicle	ADP	✓
#024AF2	SAIGA	ADP	✓
#025AF2	TSAT to the Gate	ADP	✓
#026AF2	Evolutions CDM - CDG	ADP	✓
#027AF2	SMAN-Airport	ADP	✓
#030AF2	Equipment of ground vehicles to supply the A-SMGCS	Côte d'Azur	✓
#031AF2	Data exchanges with the Air Navigation Service Provider	Côte d'Azur	✓
#032AF2	Data exchanges with the Network Manager Operations Center	Côte d'Azur	✓
#033AF2	Data exchanges with COHOR	Côte d'Azur	✓
#048AF2	SYSAT@CDG	DSNA	✓
#050AF2	SYSAT@ORY	DSNA	✓
#051AF1a	RNP Approaches at CDG Airport with vertical guidance (Part A)	Air France	✓
#051AF1a	RNP Approaches at CDG Airport with vertical guidance (Part A)	DSNA	✓
#051AF1b	RNP Approaches at CDG Airport with vertical guidance (Part B)	Air France	✓
#053AF3	4-Flight deployment in DSNA pilot ACCs	DSNA	✓
#054AF2	CDG 2020 Step1	Air France	✓
#054AF2	CDG 2020 Step1	DSNA	✓
#067AF5	Coflight-eFDP System Development	DSNA	✓
#129AF2	CDM-ORLY	ADP	✓
#130AF2	BOREAL-Orly	ADP	✓
2015_021_AF4	Slot Manager for PCP airports	Sabre France	✓
2015_062_AF3_Phase_I	4-Flight Deployment in PARIS Area - Phase I	DSNA	✓
2015_067_AF5	European Weather Radar Composite of Convection Information Service	Météo FR	✓
2015_068_AF5	European Harmonised Forecasts of Adverse Weather (Icing, Turbulence, Convection and Winter weather)	Météo FR	✓
2015_069_AF5	European MET Information Exchange (MET-GATE)	Météo FR	✓
2015_073_AF1	AMAN upgrade for extended horizon at DSNA airports	ADP	✓
2015_073_AF1	AMAN upgrade for extended horizon at DSNA airports	Air France	✓
2015_073_AF1	AMAN upgrade for extended horizon at DSNA airports	DSNA	✓
2015_083_AF2	iAOP implementation	Côte d'Azur	✓
2015_085_AF2	DMAN and Pre-departure sequence (PDS) implementations for the CDM implementation	Côte d'Azur	✓
2015_085_AF2	DMAN and Pre-departure sequence (PDS) implementations for the CDM implementation	DSNA	✓
2015_106_AF4	Flight evolution and upgrade of interfaces with NM stakeholders	Sabre France	✓
2015_107_AF3	NM Systems upgrades in support of DCTs and FRA	Sabre France	✓
2015_110_AF4	STAM Phase 2 (NM)	Sabre France	✓

List of CEF-funded initiatives awarded to Stakeholders

Reference Number	CEF Project Title	Implementing Partners	Closed
2015_113_AF4	AOP-NOP Integrations	ADP	✓
2015_114_AF4	Implementation of Target Times for ATFCM purposes (NM)	Sabre France	✓
2015_133_AF2	Initial AirPort Operational Centre (iAPOC)	ADP	✓
2015_133_AF2	Initial AirPort Operational Centre (iAPOC)	Air France	✓
2015_133_AF2	Initial AirPort Operational Centre (iAPOC)	DSNA	✓
2015_135_AF2	CDG and ORLY - Initial Airport Operational Plan (AOP)	ADP	✓
2015_135_AF2	CDG and ORLY - Initial Airport Operational Plan (AOP)	Air France	✓
2015_139_AF1	GEOGRAPHIC DATABASE - AIM TOOL	ADP	✓
2015_139_AF1	GEOGRAPHIC DATABASE - AIM TOOL	DSNA	✓
2015_174_AF5_A	NewPENS Stakeholders contribution for the procurement and deployment of NewPENS - Part A: General Call	DSNA	✓
2015_196_AF1_A	XMAN - Cross-centre arrival management	DSNA	✓
2015_247_AF3	4Flight deployment in military En-route ACC (CMCC)	DGA	✓
2015_249_AF5	PATRUS (Secured real time gateway) for data exchange between civil and military systems	DGA	✓
2016_023_AF1	XMAN - Cross-centre arrival management - Part 2 (CEF2016)	DSNA	✓
2016_027_AF5	European Deployment Roadmap for Flight Object Interoperability	DSNA	✓
2016_055_AF3	FR_Upgrade of French Military Control and Reporting Centres (CRC) for civil/military interoperability	DGA	✓
2016_100_AF4	Provision of EFPL data and initial FF-ICE/ 1 readiness	Air France	✓
2016_121_AF3	Free Route	Air France	✓
2016_123_AF4	STAM Phase 2 in combination with Target Times	Air France	✓
2016_134_AF3	Implementation of rolling ASM/ATFCM	Air France	✓
2016_134_AF3	Implementation of rolling ASM/ATFCM	Sabre France	✓
2016_141_AF5	Deploy SWIM governance	Air France	✓
2016_141_AF5	Deploy SWIM governance	DGA	✓
2016_141_AF5	Deploy SWIM governance	DSNA	✓
2016_150_AF2_AIR	Enablers for Airport Surface Movement related to Safety Nets	ADP	✓
2016_150_AF2_AIR	Enablers for Airport Surface Movement related to Safety Nets	Air France	✓
2016_150_AF2_GND	Enablers for Airport Surface Movement related to Safety Nets	ADP	✓
2016_150_AF2_GND	Enablers for Airport Surface Movement related to Safety Nets	Air France	✓
2016_150_AF2_GND	Enablers for Airport Surface Movement related to Safety Nets	Côte d'Azur	✓
2016_150_AF2_GND	Enablers for Airport Surface Movement related to Safety Nets	DSNA	✓
2016_159_AF6	DLS Implementation Project - Path 2	DSNA	✓
2016_159_AF6	DLS Implementation Project - Path 2	ESSP	✓
2016_159_AF6	DLS Implementation Project - Path 2	SITA IT Services France	✓
2016_159_AF6	DLS Implementation Project - Path 2	Sita SC - France	✓
2016_161_AF6	DLS Implementation Project - Path 1 Ground stakeholders	DSNA	✓
2016_161_AF6	DLS Implementation Project - Path 1 Ground stakeholders	SITA IT Services France	✓
2016_161_AF6	DLS Implementation Project - Path 1 Ground stakeholders	Sita SC - France	✓
2016_165_AF6_AIR	Lufthansa Group & Air France Group Datalink upgrade to "best in class" avionics	Air France	✓
2016_165_AF6_AIR	Lufthansa Group & Air France Group Datalink upgrade to "best in class" avionics	HOP	✓
2016_165_AF6_GND	Lufthansa Group & Air France Group Datalink upgrade to "best in class" avionics	Air France	✓
2016_165_AF6_GND	Lufthansa Group & Air France Group Datalink upgrade to "best in class" avionics	HOP	✓
2017_002_AF5	Aeronautical Information Exchange system for Airlines Flight Operation Centre (FOC) at Lufthansa & Air France	Air France	✓
2017_008_AF6_AIR	Air France Group Datalink upgrade to best in class avionics - Lot2	Air France	✓
2017_008_AF6_AIR	Air France Group Datalink upgrade to best in class avionics - Lot2	Transavia France	✓
2017_008_AF6_GND	Air France Group Datalink upgrade to best in class avionics - Lot2	Air France	✓
2017_008_AF6_GND	Air France Group Datalink upgrade to best in class avionics - Lot2	Transavia France	✓
2017_022_AF2	Synchronised stakeholder decision on process optimisation at airport level	ADP	✓
2017_022_AF2	Synchronised stakeholder decision on process optimisation at airport level	Côte d'Azur	✓
2017_034_AF5	Deploying Cyber Infrastructure at DSNA	DSNA	✓
2017_035_AF5	Deploying SWIM infrastructure at DSNA	DSNA	✓
2017_037_AF2	TBS deployment at Paris CDG	DSNA	✓
2017_037_AF2	TBS deployment at Paris CDG	Météo FR	✓
2017_038_AF4	Enablers of Network Collaborative Management for En-Route and Airports at DSNA	ADP	✓
2017_038_AF4	Enablers of Network Collaborative Management for En-Route and Airports at DSNA	Air France	✓
2017_038_AF4	Enablers of Network Collaborative Management for En-Route and Airports at DSNA	DSNA	✓
2017_039_AF5	SEPIA - Deploying SWIM based AIM services in French Airspace	DSNA	✓
2017_043_AF3	Coflight-eFDP Development (Step 2)	DSNA	✓
2017_052_AF4	AOP-NOP Integration - Extended Implementation	Côte d'Azur	✓
2017_053_AF3	Implementation of rolling ASM/ATFCM	Sabre France	✓
2017_056_AF5	Towards Shared Business Trajectory / Trajectory Based Operations	Sabre France	✓
2017_080_AF5	PATRUS niveau 2 - Gateway Updgrade for 4Flight compliance	DGA	✓
2017_084_AF5	SWIM Common PKI and policies & procedures for establishing a Trust framework	ADP	✓
2017_084_AF5	SWIM Common PKI and policies & procedures for establishing a Trust framework	Air France	✓
2017_084_AF5	SWIM Common PKI and policies & procedures for establishing a Trust framework	DGA	✓
2017_084_AF5	SWIM Common PKI and policies & procedures for establishing a Trust framework	DSNA	✓
2017_089_AF6	IP1 - DLS European Target Solution assessment	ALTYS	✓
2017_089_AF6	IP1 - DLS European Target Solution assessment	DSNA	✓
2017_089_AF6	IP1 - DLS European Target Solution assessment	ESSP	✓
2017_089_AF6	IP1 - DLS European Target Solution assessment	SITA IT Services France	✓
2017_089_AF6	IP1 - DLS European Target Solution assessment	Thales	✓
2022_014_AF5	Acceleration of Aeronautical Digital Information Availability (ACADIA)	ADP	
2022_014_AF5	Acceleration of Aeronautical Digital Information Availability (ACADIA)	DSNA	
2022_020_AF5	ASM SWIM	DSNA	
2022_035_AF5	FF-ICE R1 - eFPL	Air France	
2022_035_AF5	FF-ICE R1 - eFPL	DSNA	
2023_001_AF2_AF4	Extended Airport Operations Plan and integration with the Network (EXOPAN)	ADP	
2023_001_AF2_AF4	Extended Airport Operations Plan and integration with the Network (EXOPAN)	Côte d'Azur	
2024_612_AF6	Common AF6 implementation - 6.1.2	DSNA	
2024_631_AF6	Common AF6 implementation - 6.3.1	DSNA	

France

Number of SWIM Services 19

Current status of implementation

Powered by EUROCONTROL

Family	Service	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Completion date	CEF Projects
5.3.1	Information Exchange - Airspace Reservation (ARES)	3	24	73	0	December 2026	Yes
5.3.1	Information Exchange - Aerodrome mapping service	80	20	0	0	December 2026	Yes
5.3.1	Information Exchange - Aeronautical Information Features service	72	24	4	0	June 2027	Yes
5.3.1	Information Exchange - Airspace Availability Service	100	0	0	0	December 2021	No
5.3.1	Information Exchange - Airspace structure service	100	0	0	0	December 2021	No
5.3.1	Information Exchange – Digital NOTAM service	72	24	4	0	June 2027	Yes
5.4.1	Information Exchange - Aerodrome Meteorological information Service	100	0	0	0	December 2025	Yes
5.4.1	Information Exchange - En-Route and Approach Meteorological information service	100	0	0	0	December 2025	Yes
5.4.1	Information Exchange - Network Meteorological Information	100	0	0	0	December 2025	Yes
5.4.1	Information Exchange - Volcanic Ash Mass Concentration information service	100	0	0	0	December 2025	Yes
5.5.1	Network Information Exchange - ATFCM Tactical Updates Service (Airport Capacity and Enroute)	100	0	0	0	December 2025	No
5.5.1	Network Information Exchange – Counts service (ATFCM Congestion Points)	100	0	0	0	December 2024	Yes
5.5.1	Network Information Exchange – Flight Management Service (Slots and NOP/AOP integration)	100	0	0	0	August 2024	Yes
5.5.1	Network Information Exchange – MCDM Service (STAM measures and Slots)	100	0	0	0	December 2022	Yes
5.5.1	Network Information Exchange – Measures Service (Traffic Regulation)	100	0	0	0	December 2023	Yes
5.6.1	Information Exchange (Yellow Profile) - Data Publication Service	0	0	100	0	December 2029	Yes
5.6.1	Information Exchange (Yellow Profile) – Extended Arrival Sequence Service	100	0	0	0	December 2025	Yes
5.6.1	Information Exchange (Yellow Profile) - Flight Data Request Service	0	0	100	0	December 2029	Yes
5.6.1	Information Exchange (Yellow Profile) - Notification Service	0	0	100	0	December 2029	No

Chart Key

Completed SWIM Service

Foreseen implementation beyond CP1 deadline

Germany

Germany

Number of gaps 48

Current status of implementation

Powered by EUROCONTROL

Airport Gaps

Family	Airport	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	CP1 target date
1.1.1	Berlin Brandenburg	14	6	80	0	December 2026	2024
1.1.1	Düsseldorf Airport	68	0	16	16	*	2024
1.1.1	Frankfurt am Main	86	0	14	0	March 2026 **	2024
1.1.1	Munich Franz Josef Strauss	88	0	12	0	December 2026	2024
1.2.1	Berlin Brandenburg	0	0	75	25	*	2027
1.2.1	Düsseldorf Airport	0	0	100	0	December 2027	2027
2.1.1	Berlin Brandenburg	100	0	0	0	December 2022	2022
2.1.1	Düsseldorf Airport	100	0	0	0	December 2022	2022
2.1.1	Frankfurt am Main	100	0	0	0	December 2022	2022
2.1.1	Munich Franz Josef Strauss	100	0	0	0	September 2016	2022
2.2.1	Berlin Brandenburg	100	0	0	0	December 2023	2023
2.2.1	Düsseldorf Airport	100	0	0	0	December 2023	2023
2.2.1	Frankfurt am Main	100	0	0	0	December 2023	2023
2.2.1	Munich Franz Josef Strauss	100	0	0	0	December 2023	2023
2.2.2	Berlin Brandenburg	4	31	65	0	December 2027	2027
2.2.2	Düsseldorf Airport	6	29	65	0	December 2027	2027
2.2.2	Frankfurt am Main	8	32	60	0	December 2027	2027
2.2.2	Hamburg Airport	9	31	60	0	December 2027	2027
2.2.2	Munich Franz Josef Strauss	7	38	55	0	December 2027	2027
2.2.2	Stuttgart Airport	9	31	60	0	December 2027	2027
2.3.1	Berlin Brandenburg	19	31	50	0	December 2029	2025
2.3.1	Düsseldorf Airport	17	33	50	0	December 2028	2025
2.3.1	Frankfurt am Main	35	44	21	0	December 2030	2025
2.3.1	Munich Franz Josef Strauss	17	62	21	0	December 2032	2025
4.2.2	Berlin Brandenburg	100	0	0	0	July 2025	2023
4.2.2	Düsseldorf Airport	83	11	6	0	June 2026	2023
4.2.2	Frankfurt am Main	100	0	0	0	August 2024	2023
4.2.2	Munich Franz Josef Strauss	86	11	3	0	June 2026	2023
4.4.1	Berlin Brandenburg	48	0	52	0	December 2027	2027
4.4.1	Düsseldorf Airport	52	36	12	0	December 2027	2027
4.4.1	Frankfurt am Main	51	25	24	0	December 2027	2027
4.4.1	Hamburg Airport	51	25	24	0	December 2027	2027
4.4.1	Munich Franz Josef Strauss	51	25	24	0	December 2027	2027
4.4.1	Stuttgart Airport	51	25	24	0	December 2027	2027

Country Gaps

Family	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	CP1 target date
3.1.1	100	0	0	0	December 2022	2022
3.1.2	100	0	0	0	December 2021	2022
3.2.1	100	0	0	0	December 2021	2022
3.2.2	100	0	0	0	April 2019	2025
4.1.1	100	0	0	0	December 2023	2022
4.2.1	100	0	0	0	December 2023	2023
4.3.1	100	0	0	0	December 2024	2022
5.2.1	98	2	0	0	June 2026	2025
5.3.1	39	45	16	0	July 2029	2025
5.4.1	94	3	3	0	December 2032	2025
5.5.1	100	0	0	0	December 2025	2025
5.6.1	48	2	49	1	*	2025
6.1.2	37	30	33	0	June 2029	2027
6.3.1	2	18	80	0	June 2029	2027

Chart Key

Completed Gaps

Foreseen implementation beyond CP1 deadline

** The remaining scope of the Gap is Not yet Planned*

***Implementation date confirmed, hence completed*

List of CEF-funded initiatives awarded to Stakeholders

Reference Number	CEF Project Title	Implementing Partners	Closed
#040AF5	ADQ – Aeronautical Data Quality	DFS	✓
#041AF5	EASI - EAD AIM System Integration	DFS	✓
#042AF2a	A-SMGCS Düsseldorf	DFS	✓
#042AF2a	A-SMGCS Düsseldorf	FDG	✓
#084AF5	Implementation of Prerequisites for the Provision of Aerodrome Mapping Data and Airport Maps as Data Originator (Aeronautical Information Exchange)	Fraport	✓
#086AF2	A-CDM Extension	Fraport	✓
#087AF2	Apron Controller Working Position	Fraport	✓
#088AF2	Airport Safety Net: Mobile Detection of Air Crash Tenders	Fraport	✓
#115AF2	A-SMGCS Renewal of the Surface Movement Radar (BORA)	FMG	✓
2015_021_AF4	Slot Manager for PCP airports	Lufthansa	✓
2015_021_AF4	Slot Manager for PCP airports	Sabre Airline Solutions	✓
2015_031_AF2	Vehicle Transponder A-SMGCS Düsseldorf	FDG	✓
2015_067_AF5	European Weather Radar Composite of Convection Information Service	DWD	✓
2015_068_AF5	European Harmonised Forecasts of Adverse Weather (Icing, Turbulence, Convection and Winter weather)	DWD	✓
2015_069_AF5	European MET Information Exchange (MET-GATE)	DFS	✓
2015_069_AF5	European MET Information Exchange (MET-GATE)	DWD	✓
2015_106_AF4	Flight evolution and upgrade of interfaces with NM stakeholders	Sabre Airline Solutions	✓
2015_107_AF3	NM Systems upgrades in support of DCTs and FRA	Sabre Airline Solutions	✓
2015_110_AF4	STAM Phase 2 (NM)	Sabre Airline Solutions	✓
2015_113_AF4	AOP-NOP Integrations	Fraport	✓
2015_114_AF4	Implementation of Target Times for ATFCM purposes (NM)	Sabre Airline Solutions	✓
2015_188_AF1	Deploy AMAN - Arrival Management at Düsseldorf Airport and Berlin International	DFS	✓
2015_189_AF3	Deploy Free Route Airspace (Full FRA) in German Airspace	DFS	✓
2015_190_AF3	Deployment of Air Traffic Control System iCAS: Implementation of ATM PCP Functionalities at LVNL and DFS	DFS	✓
2015_192_AF5	RAPNET NG	DFS	✓

List of CEF-funded initiatives awarded to Stakeholders

Reference Number	CEF Project Title	Implementing Partners	Closed
2015_193_AF1	Implementation of RNP Based Departure Operations in High Density TMAs in FRA, DUS and MUC	DFS	✓
2015_193_AF1	Implementation of RNP Based Departure Operations in High Density TMAs in FRA, DUS and MUC	Fraport	✓
2015_193_AF1	Implementation of RNP Based Departure Operations in High Density TMAs in FRA, DUS and MUC	Lufthansa	✓
2015_194_AF5	STANLY_ACOS iSWIM for Free-Route and NM	DFS	✓
2015_195_AF3	Deployment of next Generation and VoIP Capable Centre Voice Communication System	DFS	✓
2015_196_AF1_A	XMAN - Cross-centre arrival management	DFS	✓
2015_197_AF5	Centralized DFS Yellow Profile SWIM Node	DFS	✓
2015_222_AF2	Advanced Airport Moving Map (AAMM) Prototype Implementation	Fraport	✓
2015_222_AF2	Advanced Airport Moving Map (AAMM) Prototype Implementation	Lufthansa	✓
2015_225_AF2	Initial Airport Operations Plan @ FRA	Fraport	✓
2015_226_AF2	Airport Safety Net: Mobile Detection of Marshaller Vehicles	Fraport	✓
2015_282_AF2	Initial APOC and AOP	FMG	✓
2016_008_AF4	Flight evolution and upgrade of interfaces with NM stakeholders	Lufthansa	✓
2016_010_AF4	STAM Phase 2	Lufthansa	✓
2016_021_AF2	TANGe (Tower ATS-System Next Generation) Phase 1	DFS	✓
2016_023_AF1	XMAN - Cross-centre arrival management - Part 2 (CEF2016)	DFS	✓
2016_024_AF4	Deployment of an Automated Support Tool for Traffic Complexity Assessment at DFS	DFS	✓
2016_026_AF3	System Procurement for Deployment of PCP Air Traffic Control System iCAS at DFS and LVNL	DFS	✓
2016_027_AF5	European Deployment Roadmap for Flight Object Interoperability	DFS	✓
2016_100_AF4	Provision of EFPL data and initial FF-ICE/ 1 readiness	LH Systems	✓
2016_100_AF4	Provision of EFPL data and initial FF-ICE/ 1 readiness	Lufthansa	✓
2016_121_AF3	Free Route	LH Systems	✓
2016_121_AF3	Free Route	Lufthansa	✓
2016_123_AF4	STAM Phase 2 in combination with Target Times	LH Systems	✓
2016_123_AF4	STAM Phase 2 in combination with Target Times	Lufthansa	✓
2016_134_AF3	Implementation of rolling ASM/ATFCM	LH Systems	✓
2016_134_AF3	Implementation of rolling ASM/ATFCM	Lufthansa	✓
2016_134_AF3	Implementation of rolling ASM/ATFCM	Sabre Airline Solutions	✓
2016_137_AF2	Initial AOP DUS	DFS	✓
2016_137_AF2	Initial AOP DUS	FDG	✓
2016_141_AF5	Deploy SWIM governance	DFS	✓
2016_141_AF5	Deploy SWIM governance	FMG	✓
2016_141_AF5	Deploy SWIM governance	Lufthansa	✓
2016_147_AF1	RNP APCH RWY 29 Vienna	Lufthansa	✓
2016_150_AF2_GND	Enablers for Airport Surface Movement related to Safety Nets	FMG	✓
2016_150_AF2_GND	Enablers for Airport Surface Movement related to Safety Nets	Fraport	✓
2016_159_AF6	DLS Implementation Project - Path 2	DFS	✓
2016_159_AF6	DLS Implementation Project - Path 2	SITA Inc BV - Germany	✓
2016_161_AF6	DLS Implementation Project - Path 1 Ground stakeholders	DFS	✓
2016_161_AF6	DLS Implementation Project - Path 1 Ground stakeholders	SITA Inc BV - Germany	✓
2016_165_AF6_AIR	Lufthansa Group & Air France Group Datalink upgrade to "best in class" avionics	LCAG	✓
2016_165_AF6_AIR	Lufthansa Group & Air France Group Datalink upgrade to "best in class" avionics	Lufthansa	✓
2016_165_AF6_GND	Lufthansa Group & Air France Group Datalink upgrade to "best in class" avionics	LCAG	✓
2016_165_AF6_GND	Lufthansa Group & Air France Group Datalink upgrade to "best in class" avionics	Lufthansa	✓
2017_004_AF1	Flight Crew Training for RNP1 Operations	Eurowings	✓
2017_004_AF1	Flight Crew Training for RNP1 Operations	Eurowings Europe	✓
2017_004_AF1	Flight Crew Training for RNP1 Operations	LCAG	✓
2017_004_AF1	Flight Crew Training for RNP1 Operations	LH Cityline	✓
2017_004_AF1	Flight Crew Training for RNP1 Operations	Lufthansa	✓
2017_022_AF2	Synchronised stakeholder decision on process optimisation at airport level	FMG	✓
2017_022_AF2	Synchronised stakeholder decision on process optimisation at airport level	Fraport	✓
2017_029_AF3	Deployment of Centralised Interoperable Center Information Service (Step 1)	DFS	✓
2017_031_AF3	Procurement and Deployment of PCP Air Traffic Control System iCAS at DFS Munich and Bremen and LVNL Amsterdam	DFS	✓
2017_032_AF2	TANGe (Tower ATS-System Next Generation) Phase 1+ incl. Service Architecture	DFS	✓
2017_052_AF4	AOP-NOP Integration - Extended Implementation	FDG	✓
2017_053_AF3	Implementation of rolling ASM/ATFCM	Sabre Airline Solutions	✓
2017_056_AF5	Towards Shared Business Trajectory / Trajectory Based Operations	Sabre Airline Solutions	✓
2017_084_AF5	SWIM Common PKI and policies & procedures for establishing a Trust framework	DFS	✓
2017_084_AF5	SWIM Common PKI and policies & procedures for establishing a Trust framework	Lufthansa	✓
2017_089_AF6	IP1 - DLS European Target Solution assessment	DFS	✓
2022_022_AF2_AF4	BEACON	DFS	
2022_022_AF2_AF4	BEACON	Flughafen Hamburg	
2022_022_AF2_AF4	BEACON	Flughafen Stuttgart	
2022_035_AF5	FF-ICE R1 - eFPL	DFS	
2023_001_AF2_AF4	Extended Airport Operations Plan and integration with the Network (EXOPAN)	DFS	
2023_001_AF2_AF4	Extended Airport Operations Plan and integration with the Network (EXOPAN)	FMG	
2023_001_AF2_AF4	Extended Airport Operations Plan and integration with the Network (EXOPAN)	Fraport	

Germany

Number of SWIM Services 17

Current status of implementation

Powered by EUROCONTROL

Family	Service	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Completion date	CEF Projects
5.3.1	Information Exchange - Airspace Reservation (ARES)	3	24	73	0	July 2029	No
5.3.1	Information Exchange - Aerodrome mapping service	10	90	0	0	July 2029	No
5.3.1	Information Exchange - Aeronautical Information Features service	11	85	4	0	July 2029	No
5.3.1	Information Exchange - Airspace Availability Service	100	0	0	0	December 2021	Yes
5.3.1	Information Exchange - Airspace structure service	100	0	0	0	December 2021	No
5.3.1	Information Exchange – Digital NOTAM service	8	72	20	0	July 2029	No
5.4.1	Information Exchange - Aerodrome Meteorological information Service	88	5	7	0	December 2032	Yes
5.4.1	Information Exchange - En-Route and Approach Meteorological information service	88	5	7	0	December 2032	Yes
5.4.1	Information Exchange - Network Meteorological Information	100	0	0	0	December 2025	Yes
5.4.1	Information Exchange - Volcanic Ash Mass Concentration information service	100	0	0	0	December 2025	No
5.5.1	Network Information Exchange - ATFCM Tactical Updates Service (Airport Capacity and Enroute)	100	0	0	0	December 2025	No
5.5.1	Network Information Exchange – Counts service (ATFCM Congestion Points)						
5.5.1	Network Information Exchange – Flight Management Service (Slots and NOP/AOP integration)	100	0	0	0	December 2025	Yes
5.5.1	Network Information Exchange – MCDM Service (STAM measures and Slots)						
5.5.1	Network Information Exchange – Measures Service (Traffic Regulation)	100	0	0	0	February 2021	No
5.6.1	Information Exchange (Yellow Profile) - Data Publication Service	30	10	58	2	*	Yes
5.6.1	Information Exchange (Yellow Profile) – Extended Arrival Sequence Service	0	0	100	0	December 2027	No
5.6.1	Information Exchange (Yellow Profile) - Flight Data Request Service	80	0	20	0	June 2026	No
5.6.1	Information Exchange (Yellow Profile) - Notification Service	80	0	20	0	June 2026	No

Chart Key

Completed SWIM Service

Foreseen implementation beyond CP1 deadline

** The remaining scope of the Gap is Not yet Planned*

Greece

Greece

Number of gaps 15

Current status of implementation

- Completed
- Ongoing
- Planned
- Not yet Planned

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Airport Gaps

Family	Airport	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	CP1 target date
2.2.2	Athens Eleftherios Venizelos	2	20	78	0	December 2027	2027
4.4.1	Athens Eleftherios Venizelos	48	0	52	0	December 2027	2027

Country Gaps

Family	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	CP1 target date
3.1.1	100	0	0	0	December 2018	2022
3.1.2	100	0	0	0	December 2018	2022
3.2.1	100	0	0	0	December 2020	2022
3.2.2	100	0	0	0	November 2025	2025
4.1.1	100	0	0	0	March 2023	2022
4.2.1	100	0	0	0	December 2023	2023
4.3.1	100	0	0	0	December 2023	2022
5.2.1	32	27	41	0	December 2028	2025
5.3.1	31	47	22	0	December 2028	2025
5.4.1	65	11	24	0	December 2028	2025
5.5.1						
5.6.1	0	0	100	0	December 2029	2025
6.1.2	3	22	75	0	December 2028	2027
6.3.1	2	18	80	0	December 2028	2027

Chart Key

Completed Gaps

Foreseen implementation beyond CP1 deadline

List of CEF-funded initiatives awarded to Stakeholders

Reference Number	CEF Project Title	Implementing Partners	Closed
#095AF3	Implementation of FRA in Greece	HCAA	✓
2015_029_AF3	Procurement of new DPS/ATM and VCRS systems to support DCTs and FRA	HCAA	✓
2016_161_AF6	DLS Implementation Project - Path 1 Ground stakeholders	HCAA	✓
2017_084_AF5	SWIM Common PKI and policies & procedures for establishing a Trust framework	HCAA	✓
2022_014_AF5	Acceleration of Aeronautical Digital Information Availability (ACADIA)	Athens International Airport	
2022_022_AF2_AF4	BEACON	Athens International Airport	

Greece

Number of SWIM Services 12

Current status of implementation

Family	Service	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Completion date	CEF Projects
5.3.1	Information Exchange - Airspace Reservation (ARES)	11	69	20	0	December 2028	No
5.3.1	Information Exchange - Aerodrome mapping service						
5.3.1	Information Exchange - Aeronautical Information Features service	64	16	20	0	December 2028	No
5.3.1	Information Exchange - Airspace Availability Service	10	90	0	0	December 2028	No
5.3.1	Information Exchange - Airspace structure service	5	45	50	0	December 2028	No
5.3.1	Information Exchange – Digital NOTAM service	64	16	20	0	December 2028	No
5.4.1	Information Exchange - Aerodrome Meteorological information Service	55	16	29	0	December 2028	No
5.4.1	Information Exchange - En-Route and Approach Meteorological information service	55	16	29	0	December 2028	No
5.4.1	Information Exchange - Network Meteorological Information	100	0	0	0	December 2024	No
5.4.1	Information Exchange - Volcanic Ash Mass Concentration information service	52	12	36	0	December 2028	No
5.5.1	Network Information Exchange - ATFCM Tactical Updates Service (Airport Capacity and Enroute)						
5.5.1	Network Information Exchange – Counts service (ATFCM Congestion Points)						
5.5.1	Network Information Exchange – Flight Management Service (Slots and NOP/AOP integration)						
5.5.1	Network Information Exchange – MCDM Service (STAM measures and Slots)						
5.5.1	Network Information Exchange – Measures Service (Traffic Regulation)						
5.6.1	Information Exchange (Yellow Profile) - Data Publication Service	0	0	100	0	December 2029	No
5.6.1	Information Exchange (Yellow Profile) – Extended Arrival Sequence Service						
5.6.1	Information Exchange (Yellow Profile) - Flight Data Request Service	0	0	100	0	December 2029	No
5.6.1	Information Exchange (Yellow Profile) - Notification Service	0	0	100	0	December 2029	No

Chart Key

Completed SWIM Service

Foreseen implementation beyond CP1 deadline

Hungary

Airport Gaps

Family	Airport	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	CP1 target date

Country Gaps

Family	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	CP1 target date
3.1.1	100	0	0	0	December 2022	2022
3.1.2	100	0	0	0	January 2016	2022
3.2.1	100	0	0	0	February 2015	2022
3.2.2	100	0	0	0	February 2022	2025
4.1.1	100	0	0	0	October 2022	2022
4.2.1	100	0	0	0	November 2022	2023
4.3.1	95	5	0	0	June 2026	2022
5.2.1	58	11	31	0	December 2028	2025
5.3.1	51	5	44	0	December 2028	2025
5.4.1	57	24	19	0	December 2028	2025
5.5.1						
5.6.1	16	31	53	0	December 2028	2025
6.1.2	11	49	40	0	December 2028	2027
6.3.1	16	54	30	0	December 2028	2027

Chart Key

Completed Gaps

Foreseen implementation beyond CP1 deadline

List of CEF-funded initiatives awarded to Stakeholders

Reference Number	CEF Project Title	Implementing Partners	Closed
#102AF3	Free route airspace from the Black Forest to the Black Sea	HungaroControl	✓
2015_034_AF3	ATM System (MATIAS) upgrade for cross-border free route operation	HungaroControl	✓
2015_234_AF1_B	AMAN LOWW initial	HungaroControl	✓
2016_027_AF5	European Deployment Roadmap for Flight Object Interoperability	HungaroControl	✓
2016_075_AF3_B	FAB CE wide Study of DAM and STAM - Cohesion Call	HungaroControl	✓
2016_141_AF5	Deploy SWIM governance	HungaroControl	✓
2016_159_AF6	DLS Implementation Project - Path 2	HungaroControl	✓
2016_161_AF6	DLS Implementation Project - Path 1 Ground stakeholders	HungaroControl	✓
2017_074_AF3	Hungarian ATM system upgrade for AF3-AF4	HungaroControl	✓
2017_084_AF5	SWIM Common PKI and policies & procedures for establishing a Trust framework	HungaroControl	✓
2017_089_AF6	IP1 - DLS European Target Solution assessment	HungaroControl	✓

Hungary

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Number of SWIM Services 13

Current status of implementation

- Completed
- Ongoing
- Planned
- Not yet Planned

Family	Service	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Completion date	CEF Projects
5.3.1	Information Exchange - Airspace Reservation (ARES)	55	25	20	0	December 2028	No
5.3.1	Information Exchange - Aerodrome mapping service						
5.3.1	Information Exchange - Aeronautical Information Features service	0	0	100	0	December 2027	No
5.3.1	Information Exchange - Airspace Availability Service	100	0	0	0	January 2016	No
5.3.1	Information Exchange - Airspace structure service	100	0	0	0	January 2016	No
5.3.1	Information Exchange – Digital NOTAM service	64	16	20	0	December 2025	No
5.4.1	Information Exchange - Aerodrome Meteorological information Service	34	37	29	0	December 2028	No
5.4.1	Information Exchange - En-Route and Approach Meteorological information service	34	37	29	0	December 2028	No
5.4.1	Information Exchange - Network Meteorological Information	100	0	0	0	December 2024	No
5.4.1	Information Exchange - Volcanic Ash Mass Concentration information service	24	56	20	0	December 2028	No
5.5.1	Network Information Exchange - ATFCM Tactical Updates Service (Airport Capacity and Enroute)						
5.5.1	Network Information Exchange – Counts service (ATFCM Congestion Points)						
5.5.1	Network Information Exchange – Flight Management Service (Slots and NOP/AOP integration)						
5.5.1	Network Information Exchange – MCDM Service (STAM measures and Slots)						
5.5.1	Network Information Exchange – Measures Service (Traffic Regulation)						
5.6.1	Information Exchange (Yellow Profile) - Data Publication Service	20	60	20	0	December 2028	No
5.6.1	Information Exchange (Yellow Profile) – Extended Arrival Sequence Service	34	33	33	0	November 2028	No
5.6.1	Information Exchange (Yellow Profile) - Flight Data Request Service	20	60	20	0	December 2028	No
5.6.1	Information Exchange (Yellow Profile) - Notification Service	20	60	20	0	December 2028	No

Chart Key

Completed SWIM Service

Foreseen implementation beyond CP1 deadline

Ireland

Ireland

Number of gaps 21

Current status of implementation

Completed
Ongoing
Planned
Not yet Planned

Powered by EUROCONTROL

Airport Gaps

Family	Airport	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	CP1 target date
1.1.1	Dublin Airport	100	0	0	0	December 2024	2024
2.1.1	Dublin Airport	100	0	0	0	December 2023	2022
2.2.1	Dublin Airport	85	0	15	0	December 2026	2023
2.2.2	Dublin Airport	15	70	15	0	December 2027	2027
2.3.1	Dublin Airport	65	10	25	0	March 2026 **	2025
4.2.2	Dublin Airport	70	25	5	0	June 2027	2023
4.4.1	Dublin Airport	48	0	52	0	December 2027	2027

Country Gaps

Family	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	CP1 target date
3.1.1	100	0	0	0	November 2022	2022
3.1.2	100	0	0	0	November 2022	2022
3.2.1	100	0	0	0	December 2009	2022
3.2.2	100	0	0	0	December 2021	2025
4.1.1	100	0	0	0	December 2022	2022
4.2.1	100	0	0	0	December 2023	2023
4.3.1	100	0	0	0	December 2022	2022
5.2.1	100	0	0	0	December 2025	2025
5.3.1	84	11	5	0	June 2027	2025
5.4.1	91	3	6	0	December 2029	2025
5.5.1	67	13	20	0	June 2026	2025
5.6.1	25	56	20	0	December 2029	2025
6.1.2	3	22	55	20	*	2027
6.3.1	0	0	100	0	December 2029	2027

Chart Key

Completed

Foreseen implementation beyond CP1 deadline

** The remaining scope of the Gap is Not yet Planned*

*** Completed in March 2026*

List of CEF-funded initiatives awarded to Stakeholders

Reference Number	CEF Project Title	Implementing Partners	Closed
#020AF3	Borealis Free Route Airspace (Part 1)	IAA	✓
#135AF2a	Ryanair RAAS Programme (Part A)	Ryanair	✓
#135AF2b	Ryanair RAAS Programme (Part B)	Ryanair	✓
2015_074_AF2	Display TOBT TSAT at the Gate	DAA	✓
2015_076_AF2	Aerial Visual Display A-CDM Phase 2	DAA	✓
2015_077_AF2	Universal Mobile Display System (UMDS) solution to support A-CDM	DAA	✓
2015_078_AF2	A-CDM Enhancements EIDW	DAA	✓
2015_159_AF3	Deployment of IP / VOIP technology to enable Management of Dynamic Airspace configurations	IAA	✓
2015_161_AF2	Initial implementation of DMAN	IAA	✓
2015_162_AF2	Electronic Flight Strip (EFS) Implementation	IAA	✓
2015_174_AF5_A	NewPENS Stakeholders contribution for the procurement and deployment of NewPENS - Part A: General Call	IAA	✓
2015_207_AF3_A	Harmonisation of Technical ATM Platform in 5 ANSP including support of free Route Airspace and preparation of PCP program. (COOPANS B3.3, B3.4 and B3.5)	IAA	✓
2015_227_AF3_A	Borealis FRA Implementation (Part 2)	IAA	✓
2015_227_AF3_A	Borealis FRA Implementation (Part 2)	Ryanair	✓
2016_027_AF5	European Deployment Roadmap for Flight Object Interoperability	IAA	✓
2016_033_AF5	Use SWIM methods to replace AFTN feeds for A-CDM	DAA	✓
2016_034_AF5	Upgrade/Replace Infrastructure to facilitate SWIM	DAA	✓
2016_148_AF5	Implementation of Automated Meteorological Information Exchange	DHLGH	✓
2016_148_AF5	Implementation of Automated Meteorological Information Exchange	IAA	✓
2016_150_AF2_GND	Enablers for Airport Surface Movement related to Safety Nets	DAA	✓
2016_164_AF6	RYR Upgrade to ATN B1 to "best in class"	Ryanair	✓
2017_018_AF5	SWIM-enabled OCC	Ryanair	✓
2017_022_AF2	Synchronised stakeholder decision on process optimisation at airport level	DAA	✓
2017_066_AF5	Implementing harmonised SWIM (Y) solution in COOPANS ANSPs and general PCP compliance	IAA	✓
2017_084_AF5	SWIM Common PKI and policies & procedures for establishing a Trust framework	Ryanair	✓
2017_089_AF6	IP1 - DLS European Target Solution assessment	Airtel	✓
2022_014_AF5	Acceleration of Aeronautical Digital Information Availability (ACADIA)	AirNav Ireland	
2022_014_AF5	Acceleration of Aeronautical Digital Information Availability (ACADIA)	DAA	
2022_020_AF5	ASM SWIM	AirNav Ireland	
2023_001_AF2_AF4	Extended Airport Operations Plan and integration with the Network (EXOPAN)	DAA	
2023_013_AF5	Closing Gaps Towards Operational Use of eFPL for AUs	ASL	

Ireland

Powered by EUROCONTROL

Number of SWIM Services	15

Current status of implementation

- Completed
- Ongoing
- Planned
- Not yet Planned

Family	Service	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Completion date	CEF Projects
5.3.1	Information Exchange - Airspace Reservation (ARES)	80	0	20	0	May 2026	Yes
5.3.1	Information Exchange - Aerodrome mapping service	80	20	0	0	December 2026	Yes
5.3.1	Information Exchange - Aeronautical Information Features service	72	24	4	0	December 2026	Yes
5.3.1	Information Exchange - Airspace Availability Service	100	0	0	0	August 2025	Yes
5.3.1	Information Exchange - Airspace structure service	100	0	0	0	August 2025	Yes
5.3.1	Information Exchange – Digital NOTAM service	72	24	4	0	June 2027	Yes
5.4.1	Information Exchange - Aerodrome Meteorological information Service	88	5	7	0	December 2029	Yes
5.4.1	Information Exchange - En-Route and Approach Meteorological information service	87	0	13	0	December 2029	Yes
5.4.1	Information Exchange - Network Meteorological Information	88	8	4	0	December 2029	Yes
5.4.1	Information Exchange - Volcanic Ash Mass Concentration information service	100	0	0	0	December 2025	No
5.5.1	Network Information Exchange - ATFCM Tactical Updates Service (Airport Capacity and Enroute)						
5.5.1	Network Information Exchange – Counts service (ATFCM Congestion Points)						
5.5.1	Network Information Exchange – Flight Management Service (Slots and NOP/AOP integration)	67	13	20	0	June 2026	Yes
5.5.1	Network Information Exchange – MCDM Service (STAM measures and Slots)						
5.5.1	Network Information Exchange – Measures Service (Traffic Regulation)						
5.6.1	Information Exchange (Yellow Profile) - Data Publication Service	20	60	20	0	December 2029	No
5.6.1	Information Exchange (Yellow Profile) – Extended Arrival Sequence Service	38	42	20	0	March 2026	No
5.6.1	Information Exchange (Yellow Profile) - Flight Data Request Service	20	60	20	0	May 2029	Yes
5.6.1	Information Exchange (Yellow Profile) - Notification Service	20	60	20	0	May 2029	No

Chart Key

Completed SWIM Service

Foreseen implementation beyond CP1 deadline

Italy

Italy

Number of gaps 31

Current status of implementation

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Airport Gaps

Family	Airport	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	CP1 target date
1.1.1	Milan Malpensa	55	6	39	0	December 2027	2024
1.1.1	Rome Fiumicino	100	0	0	0	December 2024	2024
1.2.1	Milan Malpensa	6	54	40	0	December 2027	2027
2.1.1	Milan Malpensa	100	0	0	0	December 2022	2022
2.1.1	Rome Fiumicino	100	0	0	0	December 2022	2022
2.2.1	Milan Malpensa	100	0	0	0	December 2023	2023
2.2.1	Rome Fiumicino	100	0	0	0	March 2022	2023
2.2.2	Milan Linate	13	52	35	0	December 2027	2027
2.2.2	Milan Malpensa	13	52	35	0	December 2027	2027
2.2.2	Rome Fiumicino	9	31	60	0	December 2027	2027
2.3.1	Milan Malpensa	78	22	0	0	April 2027	2025
2.3.1	Rome Fiumicino	58	14	28	0	April 2027	2025
4.2.2	Milan Malpensa	100	0	0	0	March 2025	2023
4.2.2	Rome Fiumicino	100	0	0	0	July 2024	2023
4.4.1	Milan Linate	53	43	4	0	December 2027	2027
4.4.1	Milan Malpensa	53	43	4	0	December 2027	2027
4.4.1	Rome Fiumicino	48	0	52	0	December 2027	2027

Country Gaps

Family	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	CP1 target date
3.1.1	100	0	0	0	December 2022	2022
3.1.2	100	0	0	0	April 2021	2022
3.2.1	100	0	0	0	May 2018	2022
3.2.2	100	0	0	0	March 2024	2025
4.1.1	100	0	0	0	December 2024	2022
4.2.1	100	0	0	0	December 2023	2023
4.3.1	100	0	0	0	December 2022	2022
5.2.1	100	0	0	0	December 2025	2025
5.3.1	78	17	5	0	December 2026	2025
5.4.1	69	15	16	0	December 2026	2025
5.5.1	86	0	14	0	March 2026	2025
5.6.1	28	53	19	0	December 2028	2025
6.1.2	3	22	75	0	December 2030	2027
6.3.1	22	18	60	0	December 2030	2027

Chart Key

Completed Gaps

Foreseen implementation beyond CP1 deadline

List of CEF-funded initiatives awarded to Stakeholders

Reference Number	CEF Project Title	Implementing Partners	Closed
#004AF3	AZA Traffic Flow Restriction (TFR) – LIDO planning system	Alitalia S.p.A	✓
#005AF3	AZA FREE FLIGHT- DIRECT OPTIMIZATION	Alitalia S.p.A	✓
#062AF4	ENAV initiative for the identification of Network Collaborative Management requirements	ENAV	✓
#063AF3	ENAV implementation of Free Route	ENAV	✓
#064AF2	ENAV Airport System upgrade	ENAV	✓
#065AF1	ENAV Geographic DB for Procedure Design	ENAV	✓
#066AF5	ENAV AIS system Upgrade to support AIXM 5.1	ENAV	✓
#067AF5	Coflight-eFDP System Development	ENAV	✓
2015_198_AF5	Implementation of ENAV LAN Servizi	ENAV	✓
2015_201_AF5	Transition of current Aeronautical Information Management System to EAD	ENAV	✓
2015_202_AF3	ASM tool Implementation	ENAV	✓
2015_204_AF3_Phase_I	4-Flight deployment in Italy 2016-2017	ENAV	✓
2015_204_AF3_Phase_II	4-Flight deployment in Italy 2019-2020	ENAV	✓
2016_027_AF5	European Deployment Roadmap for Flight Object Interoperability	ENAV	✓
2016_089_AF6	IT_ITAF ATC CONTROL SYSTEM MOVING TO i4D	ENAV	✓
2016_089_AF6	IT_ITAF ATC CONTROL SYSTEM MOVING TO i4D	MoD Italy	✓
2016_092_AF5	ITAF WAN	MoD Italy	✓
2016_108_AF5	ENAV ADQ - Aeronautical Data Quality system interface evolution (ADQ2)	ENAV	✓
2016_109_AF5	BLUEMED FAB IP Network deployment	ENAV	✓
2016_110_AF3	ENAV Automated ENV Data Interchange for FDP	ENAV	✓
2016_114_AF4	ENAV Traffic Complexity Tool Implementation	ENAV	✓
2016_115_AF3	ENAV 4-Flight Deployment in Italy - Third Stage 2017-2018	ENAV	✓
2016_116_AF5	ENAV Security Operational Centre (iSOC) Upgrade	ENAV	✓
2016_117_AF2	ENAV Implementation of A-SMGCS Level 1 and 2 with Safety Nets in MXP and FCO	ADR	✓
2016_117_AF2	ENAV Implementation of A-SMGCS Level 1 and 2 with Safety Nets in MXP and FCO	ENAV	✓
2016_117_AF2	ENAV Implementation of A-SMGCS Level 1 and 2 with Safety Nets in MXP and FCO	S.E.A.	✓
2016_118_AF5	ENAV Network enhancement toward NewPENS	ENAV	✓
2016_119_AF5	ENAV Airport MET System and UPM-MET database upgrade	ENAV	✓
2016_120_AF1	ENAV Introduction of RNP1+RF and APV procedures in MXP and FCO	ENAV	✓
2016_141_AF5	Deploy SWIM governance	ENAV	✓
2016_150_AF2_GND	Enablers for Airport Surface Movement related to Safety Nets	ADR	✓
2016_159_AF6	DLS Implementation Project - Path 2	ENAV	✓
2016_161_AF6	DLS Implementation Project - Path 1 Ground stakeholders	ENAV	✓
2017_004_AF1	Flight Crew Training for RNP1 Operations	Air Dolomiti	✓
2017_020_AF5	Initial SWIM security deployment	ADR	✓
2017_022_AF2	Synchronised stakeholder decision on process optimisation at airport level	ADR	✓
2017_022_AF2	Synchronised stakeholder decision on process optimisation at airport level	ENAV	✓
2017_022_AF2	Synchronised stakeholder decision on process optimisation at airport level	S.E.A.	✓

List of CEF-funded initiatives awarded to Stakeholders

Reference Number	CEF Project Title	Implementing Partners	Closed
2017_040_AF5	AERONET/ENET2 Interoperability	ENAV	✓
2017_040_AF5	AERONET/ENET2 Interoperability	MoD Italy	✓
2017_041_AF3	ASM - LARA Enhancement - Implementation in Italy	ENAV	✓
2017_041_AF3	ASM - LARA Enhancement - Implementation in Italy	MoD Italy	✓
2017_042_AF3	Automatic Tactical Controller Tool implementation	ENAV	✓
2017_042_AF3	Automatic Tactical Controller Tool implementation	MoD Italy	✓
2017_043_AF3	Coflight-eFDP Development (Step 2)	ENAV	✓
2017_045_AF4	ENAV Deployment of traffic complexity tool and STAM phase 2	ENAV	✓
2017_052_AF4	AOP-NOP Integration - Extended Implementation	ADR	✓
2017_052_AF4	AOP-NOP Integration - Extended Implementation	S.E.A.	✓
2017_069_AF5	ITALIAN AIR FORCE INTEGRATED BRIEFING	MoD Italy	✓
2017_084_AF5	SWIM Common PKI and policies & procedures for establishing a Trust framework	ENAV	✓
2017_089_AF6	IP1 - DLS European Target Solution assessment	ENAV	✓
2017_089_AF6	IP1 - DLS European Target Solution assessment	Leonardo	✓
2022_007_AF3	South East Enhanced FRA implementation	ENAV	
2022_014_AF5	Acceleration of Aeronautical Digital Information Availability (ACADIA)	ENAV	
2022_022_AF2_AF4	BEACON	S.E.A.	
2023_001_AF2_AF4	Extended Airport Operations Plan and integration with the Network (EXOPAN)	ADR	
2023_001_AF2_AF4	Extended Airport Operations Plan and integration with the Network (EXOPAN)	S.E.A.	

Italy

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Number of SWIM Services 15

Current status of implementation

- Completed
- Ongoing
- Planned
- Not yet Planned

Family	Service	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Completion date	CEF Projects
5.3.1	Information Exchange - Airspace Reservation (ARES)	45	35	20	0	September 2026	No
5.3.1	Information Exchange - Aerodrome mapping service	80	20	0	0	April 2026	Yes
5.3.1	Information Exchange - Aeronautical Information Features service	72	24	4	0	June 2026	Yes
5.3.1	Information Exchange - Airspace Availability Service	100	0	0	0	December 2021	No
5.3.1	Information Exchange - Airspace structure service	100	0	0	0	December 2021	No
5.3.1	Information Exchange – Digital NOTAM service	72	24	4	0	December 2026	Yes
5.4.1	Information Exchange - Aerodrome Meteorological information Service	58	19	23	0	December 2026	Yes
5.4.1	Information Exchange - En-Route and Approach Meteorological information service	58	19	23	0	December 2026	No
5.4.1	Information Exchange - Network Meteorological Information	100	0	0	0	December 2025	No
5.4.1	Information Exchange - Volcanic Ash Mass Concentration information service	60	20	20	0	December 2026	No
5.5.1	Network Information Exchange - ATFCM Tactical Updates Service (Airport Capacity and Enroute)						
5.5.1	Network Information Exchange – Counts service (ATFCM Congestion Points)						
5.5.1	Network Information Exchange – Flight Management Service (Slots and NOP/AOP integration)	86	0	14	0	March 2026	No
5.5.1	Network Information Exchange – MCDM Service (STAM measures and Slots)						
5.5.1	Network Information Exchange – Measures Service (Traffic Regulation)						
5.6.1	Information Exchange (Yellow Profile) - Data Publication Service	20	60	20	0	December 2028	No
5.6.1	Information Exchange (Yellow Profile) – Extended Arrival Sequence Service	50	30	20	0	December 2028	No
5.6.1	Information Exchange (Yellow Profile) - Flight Data Request Service	20	60	20	0	December 2028	No
5.6.1	Information Exchange (Yellow Profile) - Notification Service	20	60	20	0	December 2028	No

Chart Key

Completed SWIM Service

Foreseen implementation beyond CP1 deadline

Latvia

Latvia

Number of gaps 13

Current status of implementation

Airport Gaps

Family	Airport	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	CP1 target date

Country Gaps

Family	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	CP1 target date
3.1.1	100	0	0	0	August 2019	2022
3.1.2	100	0	0	0	January 2018	2022
3.2.1	100	0	0	0	November 2015	2022
3.2.2	100	0	0	0	November 2015	2025
4.1.1	100	0	0	0	August 2019	2022
4.2.1	100	0	0	0	January 2016	2023
4.3.1	100	0	0	0	December 2015	2022
5.2.1	53	30	17	0	June 2026	2025
5.3.1	74	10	16	0	December 2027	2025
5.4.1	46	32	22	0	December 2027	2025
5.5.1						
5.6.1	20	60	20	0	December 2029	2025
6.1.2	3	22	75	0	December 2029	2027
6.3.1	0	0	100	0	December 2029	2027

Chart Key

Completed

Foreseen implementation beyond CP1 deadline

List of CEF-funded initiatives awarded to Stakeholders

Reference Number	CEF Project Title	Implementing Partners	Closed
#020AF3	Borealis Free Route Airspace (Part 1)	LGS	✓
2015_227_AF3_A	Borealis FRA Implementation (Part 2)	LGS	✓
2016_159_AF6	DLS Implementation Project - Path 2	LGS	✓
2016_161_AF6	DLS Implementation Project - Path 1 Ground stakeholders	LGS	✓
2016_163_AF6	CPDLC Implementation in the Riga FIR	LGS	✓
2022_014_AF5	Acceleration of Aeronautical Digital Information Availability (ACADIA)	LGS	

Latvia

Number of SWIM Services 11

Current status of implementation

- Completed
- Ongoing
- Planned
- Not yet Planned

Powered by EUROCONTROL

Family	Service	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Completion date	CEF Projects
5.3.1	Information Exchange - Airspace Reservation (ARES)	20	7	73	0	December 2027	No
5.3.1	Information Exchange - Aerodrome mapping service						
5.3.1	Information Exchange - Aeronautical Information Features service	88	8	4	0	December 2027	Yes
5.3.1	Information Exchange - Airspace Availability Service	75	25	0	0	December 2027	No
5.3.1	Information Exchange - Airspace structure service	100	0	0	0	April 2025	No
5.3.1	Information Exchange – Digital NOTAM service	88	8	4	0	December 2027	Yes
5.4.1	Information Exchange - Aerodrome Meteorological information Service	51	27	22	0	December 2027	No
5.4.1	Information Exchange - En-Route and Approach Meteorological information service	35	42	23	0	December 2027	No
5.4.1	Information Exchange - Network Meteorological Information						
5.4.1	Information Exchange - Volcanic Ash Mass Concentration information service	53	27	20	0	December 2027	No
5.5.1	Network Information Exchange - ATFCM Tactical Updates Service (Airport Capacity and Enroute)						
5.5.1	Network Information Exchange – Counts service (ATFCM Congestion Points)						
5.5.1	Network Information Exchange – Flight Management Service (Slots and NOP/AOP integration)						
5.5.1	Network Information Exchange – MCDM Service (STAM measures and Slots)						
5.5.1	Network Information Exchange – Measures Service (Traffic Regulation)						
5.6.1	Information Exchange (Yellow Profile) - Data Publication Service	20	60	20	0	December 2029	No
5.6.1	Information Exchange (Yellow Profile) – Extended Arrival Sequence Service						
5.6.1	Information Exchange (Yellow Profile) - Flight Data Request Service	20	60	20	0	December 2029	No
5.6.1	Information Exchange (Yellow Profile) - Notification Service	20	60	20	0	December 2029	No

Chart Key

Completed SWIM Service

Foreseen implementation beyond CP1 deadline

Lithuania

Lithuania

Number of gaps 13

Current status of implementation

- Completed
- Ongoing
- Planned
- Not yet Planned

Powered by EUROCONTROL

Airport Gaps

Family	Airport	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	CP1 target date

Country Gaps

Family	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	CP1 target date
3.1.1	100	0	0	0	December 2022	2022
3.1.2	100	0	0	0	December 2021	2022
3.2.1	100	0	0	0	December 2017	2022
3.2.2	100	0	0	0	March 2022	2025
4.1.1	100	0	0	0	October 2018	2022
4.2.1	100	0	0	0	August 2023	2023
4.3.1	100	0	0	0	August 2023	2022
5.2.1	100	0	0	0	December 2025	2025
5.3.1	85	10	5	0	March 2032	2025
5.4.1	100	0	0	0	December 2025	2025
5.5.1						
5.6.1	10	30	60	0	December 2032	2025
6.1.2	5	45	50	0	December 2032	2027
6.3.1	4	36	60	0	December 2032	2027

Chart Key

Completed Gaps

Foreseen implementation beyond CP1 deadline

List of CEF-funded initiatives awarded to Stakeholders

Reference Number	CEF Project Title	Implementing Partners	Closed
2016_087_AF3	iTEC Tests, Validations and Planning (iTEC-TVP)	ORO NAVIGACIJA	✓
2016_159_AF6	DLS Implementation Project - Path 2	ORO NAVIGACIJA	✓
2016_161_AF6	DLS Implementation Project - Path 1 Ground stakeholders	ORO NAVIGACIJA	✓
2017_084_AF5	SWIM Common PKI and policies & procedures for establishing a Trust framework	ORO NAVIGACIJA	✓
2022_020_AF5	ASM SWIM	ORO NAVIGACIJA AB	
2023_541_AF5	Common Proposal - 5.4.1 Meteorological Information Exchange	ORO NAVIGACIJA AB	

Lithuania

Number of SWIM Services 11

Current status of implementation

Powered by EUROCONTROL

Family	Service	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Completion date	CEF Projects
5.3.1	Information Exchange - Airspace Reservation (ARES)	80	0	20	0	May 2026	Yes
5.3.1	Information Exchange - Aerodrome mapping service						
5.3.1	Information Exchange - Aeronautical Information Features service	72	24	4	0	March 2032	No
5.3.1	Information Exchange - Airspace Availability Service	100	0	0	0	March 2021	No
5.3.1	Information Exchange - Airspace structure service	100	0	0	0	March 2021	No
5.3.1	Information Exchange – Digital NOTAM service	72	24	4	0	March 2032	No
5.4.1	Information Exchange - Aerodrome Meteorological information Service	100	0	0	0	December 2025	Yes
5.4.1	Information Exchange - En-Route and Approach Meteorological information service	100	0	0	0	December 2025	Yes
5.4.1	Information Exchange - Network Meteorological Information						
5.4.1	Information Exchange - Volcanic Ash Mass Concentration information service	100	0	0	0	December 2025	No
5.5.1	Network Information Exchange - ATFCM Tactical Updates Service (Airport Capacity and Enroute)						
5.5.1	Network Information Exchange – Counts service (ATFCM Congestion Points)						
5.5.1	Network Information Exchange – Flight Management Service (Slots and NOP/AOP integration)						
5.5.1	Network Information Exchange – MCDM Service (STAM measures and Slots)						
5.5.1	Network Information Exchange – Measures Service (Traffic Regulation)						
5.6.1	Information Exchange (Yellow Profile) - Data Publication Service	10	30	60	0	December 2032	No
5.6.1	Information Exchange (Yellow Profile) – Extended Arrival Sequence Service						
5.6.1	Information Exchange (Yellow Profile) - Flight Data Request Service	10	30	60	0	December 2032	No
5.6.1	Information Exchange (Yellow Profile) - Notification Service	10	30	60	0	December 2032	No

Chart Key

Completed SWIM Service

Foreseen implementation beyond CP1 deadline

Luxembourg

Luxembourg

Number of gaps 13

Current status of implementation

Completed
Ongoing
Planned
Not yet Planned

Powered by EUROCONTROL

Airport Gaps

Family	Airport	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	CP1 target date

Country Gaps

Family	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	CP1 target date
3.1.1	100	0	0	0	October 2022	2022
3.1.2	100	0	0	0	October 2022	2022
3.2.1	100	0	0	0	October 2019	2022
3.2.2	100	0	0	0	October 2019	2025
4.1.1	100	0	0	0	December 2022	2022
4.2.1	100	0	0	0	December 2022	2023
4.3.1	100	0	0	0	December 2022	2022
5.2.1	19	81	0	0	December 2026	2025
5.3.1	45	25	30	0	December 2028	2025
5.4.1	63	19	15	3	*	2025
5.5.1						
5.6.1	0	0	100	0	December 2029	2025
6.1.2	100	0	0	0	December 2022	2027
6.3.1	2	18	80	0	December 2028	2027

Chart Key

Completed

Foreseen implementation beyond CP1 deadline

** The remaining scope of the Gap is Not yet Planned*

Luxembourg

Number of SWIM Services 12

Current status of implementation

Completed
Ongoing
Planned
Not yet Planned

Powered by EUROCONTROL

Family	Service	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Completion date	CEF Projects
5.3.1	Information Exchange - Airspace Reservation (ARES)	14	40	46	0	December 2028	No
5.3.1	Information Exchange - Aerodrome mapping service						
5.3.1	Information Exchange - Aeronautical Information Features service	0	0	100	0	March 2028	No
5.3.1	Information Exchange - Airspace Availability Service	100	0	0	0	December 2024	No
5.3.1	Information Exchange - Airspace structure service	100	0	0	0	December 2024	No
5.3.1	Information Exchange – Digital NOTAM service	11	85	4	0	March 2028	No
5.4.1	Information Exchange - Aerodrome Meteorological information Service	58	19	23	0	June 2027	No
5.4.1	Information Exchange - En-Route and Approach Meteorological information service	37	34	16	13	*	No
5.4.1	Information Exchange - Network Meteorological Information	100	0	0	0	December 2025	No
5.4.1	Information Exchange - Volcanic Ash Mass Concentration information service	55	25	20	0	June 2027	No
5.5.1	Network Information Exchange - ATFCM Tactical Updates Service (Airport Capacity and Enroute)						
5.5.1	Network Information Exchange – Counts service (ATFCM Congestion Points)						
5.5.1	Network Information Exchange – Flight Management Service (Slots and NOP/AOP integration)						
5.5.1	Network Information Exchange – MCDM Service (STAM measures and Slots)						
5.5.1	Network Information Exchange – Measures Service (Traffic Regulation)						
5.6.1	Information Exchange (Yellow Profile) - Data Publication Service	0	0	100	0	December 2029	No
5.6.1	Information Exchange (Yellow Profile) – Extended Arrival Sequence Service						
5.6.1	Information Exchange (Yellow Profile) - Flight Data Request Service	0	0	100	0	December 2029	No
5.6.1	Information Exchange (Yellow Profile) - Notification Service	0	0	100	0	December 2029	No

Chart Key

Completed SWIM Service

Foreseen implementation beyond CP1 deadline

** The remaining scope of the Gap is Not yet Planned*

Maastricht Upper Area Control Centre

Maastricht UAC

Number of gaps 14

Current status of implementation

- Completed
- Ongoing
- Planned
- Not yet Planned

Powered by EUROCONTROL

Airport Gaps

Family	Airport	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	CP1 target date

Country Gaps

Family	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	CP1 target date
3.1.1	100	0	0	0	October 2017	2022
3.1.2	100	0	0	0	June 2020	2022
3.2.1	100	0	0	0	December 2019	2022
3.2.2	100	0	0	0	December 2019	2025
4.1.1	100	0	0	0	December 2018	2022
4.2.1	100	0	0	0	December 2020	2023
4.3.1	100	0	0	0	June 2021	2022
5.2.1	27	73	0	0	December 2027	2025
5.3.1	55	16	29	0	December 2027	2025
5.4.1	54	4	42	0	December 2027	2025
5.5.1	100	0	0	0	December 2021	2025
5.6.1	33	0	67	0	December 2027	2025
6.1.2	100	0	0	0	December 2022	2027
6.3.1	2	18	80	0	December 2028	2027

Chart Key

Completed Gaps

Foreseen implementation beyond CP1 deadline

Maastricht UAC

Number of SWIM Services 16

Current status of implementation

- Completed
- Ongoing
- Planned
- Not yet Planned

Powered by EUROCONTROL

Family	Service	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Completion date	CEF Projects
5.3.1	Information Exchange - Airspace Reservation (ARES)	33	40	27	0	December 2027	No
5.3.1	Information Exchange - Aerodrome mapping service						
5.3.1	Information Exchange - Aeronautical Information Features service	0	0	100	0	December 2027	No
5.3.1	Information Exchange - Airspace Availability Service	100	0	0	0	December 2023	No
5.3.1	Information Exchange - Airspace structure service	100	0	0	0	December 2021	No
5.3.1	Information Exchange – Digital NOTAM service	40	40	20	0	December 2027	No
5.4.1	Information Exchange - Aerodrome Meteorological information Service	33	0	67	0	December 2027	No
5.4.1	Information Exchange - En-Route and Approach Meteorological information service	84	16	0	0	December 2027	No
5.4.1	Information Exchange - Network Meteorological Information	100	0	0	0	December 2025	No
5.4.1	Information Exchange - Volcanic Ash Mass Concentration information service	0	0	100	0	December 2027	No
5.5.1	Network Information Exchange - ATFCM Tactical Updates Service (Airport Capacity and Enroute)	100	0	0	0	December 2021	No
5.5.1	Network Information Exchange – Counts service (ATFCM Congestion Points)	100	0	0	0	December 2021	No
5.5.1	Network Information Exchange – Flight Management Service (Slots and NOP/AOP integration)						
5.5.1	Network Information Exchange – MCDM Service (STAM measures and Slots)	100	0	0	0	December 2021	No
5.5.1	Network Information Exchange – Measures Service (Traffic Regulation)	100	0	0	0	December 2021	No
5.6.1	Information Exchange (Yellow Profile) - Data Publication Service	0	0	100	0	December 2027	No
5.6.1	Information Exchange (Yellow Profile) – Extended Arrival Sequence Service	100	0	0	0	December 2025	No
5.6.1	Information Exchange (Yellow Profile) - Flight Data Request Service	0	0	100	0	December 2027	No
5.6.1	Information Exchange (Yellow Profile) - Notification Service						

Chart Key

Completed SWIM Service

Foreseen implementation beyond CP1 deadline

Malta

Malta

Number of gaps 13

Current status of implementation

- Completed
- Ongoing
- Planned
- Not yet Planned

Powered by EUROCONTROL

Airport Gaps

Family	Airport	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	CP1 target date

Country Gaps

Family	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	CP1 target date
3.1.1	100	0	0	0	November 2022	2022
3.1.2	100	0	0	0	November 2022	2022
3.2.1	100	0	0	0	December 2021	2022
3.2.2	100	0	0	0	November 2025	2025
4.1.1	100	0	0	0	December 2022	2022
4.2.1	100	0	0	0	September 2023	2023
4.3.1	100	0	0	0	December 2022	2022
5.2.1	3	26	71	0	December 2026	2025
5.3.1	32	52	16	0	December 2030	2025
5.4.1	33	14	53	0	December 2030	2025
5.5.1						
5.6.1	0	0	80	20	*	2025
6.1.2	0	0	100	0	December 2030	2027
6.3.1	6	54	40	0	December 2030	2027

Chart Key

Completed Gaps

Foreseen implementation beyond CP1 deadline

** The remaining scope of the Gap is Not yet Planned*

List of CEF-funded initiatives awarded to Stakeholders

Reference Number	CEF Project Title	Implementing Partners	Closed
2016_109_AF5	BLUEMED FAB IP Network deployment	MATS	✓
2016_159_AF6	DLS Implementation Project - Path 2	MATS	✓
2016_161_AF6	DLS Implementation Project - Path 1 Ground stakeholders	MATS	✓
2022_007_AF3	South East Enhanced FRA implementation	MATS	
2022_014_AF5	Acceleration of Aeronautical Digital Information Availability (ACADIA)	MATS	
2022_020_AF5	ASM SWIM	MATS	
2024_631_AF6	Common AF6 implementation - 6.3.1	MATS	

Malta

Number of SWIM Services 11

Current status of implementation

Family	Service	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Completion date	CEF Projects
5.3.1	Information Exchange - Airspace Reservation (ARES)	3	24	73	0	December 2030	Yes
5.3.1	Information Exchange - Aerodrome mapping service						
5.3.1	Information Exchange - Aeronautical Information Features service	67	29	4	0	December 2030	Yes
5.3.1	Information Exchange - Airspace Availability Service	10	90	0	0	December 2030	Yes
5.3.1	Information Exchange - Airspace structure service	10	90	0	0	December 2030	Yes
5.3.1	Information Exchange – Digital NOTAM service	67	29	4	0	December 2030	Yes
5.4.1	Information Exchange - Aerodrome Meteorological information Service	30	23	47	0	December 2030	No
5.4.1	Information Exchange - En-Route and Approach Meteorological information service	29	18	53	0	December 2030	No
5.4.1	Information Exchange - Network Meteorological Information						
5.4.1	Information Exchange - Volcanic Ash Mass Concentration information service	40	0	60	0	December 2030	No
5.5.1	Network Information Exchange - ATFCM Tactical Updates Service (Airport Capacity and Enroute)						
5.5.1	Network Information Exchange – Counts service (ATFCM Congestion Points)						
5.5.1	Network Information Exchange – Flight Management Service (Slots and NOP/AOP integration)						
5.5.1	Network Information Exchange – MCDM Service (STAM measures and Slots)						
5.5.1	Network Information Exchange – Measures Service (Traffic Regulation)						
5.6.1	Information Exchange (Yellow Profile) - Data Publication Service	0	0	80	20	*	No
5.6.1	Information Exchange (Yellow Profile) – Extended Arrival Sequence Service						
5.6.1	Information Exchange (Yellow Profile) - Flight Data Request Service	0	0	80	20	*	No
5.6.1	Information Exchange (Yellow Profile) - Notification Service	0	0	80	20	*	No

Chart Key

Completed SWIM Service

Foreseen implementation beyond CP1 deadline

** The remaining scope of the Gap is Not yet Planned*

Netherlands

Netherlands

Number of gaps 21

Current status of implementation

- Completed
- Ongoing
- Planned
- Not yet Planned

Powered by EUROCONTROL

Airport Gaps

Family	Airport	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	CP1 target date
1.1.1	Amsterdam Schiphol	48	5	47	0	December 2027	2024
2.1.1	Amsterdam Schiphol	100	0	0	0	December 2022	2022
2.2.1	Amsterdam Schiphol	100	0	0	0	December 2019	2023
2.2.2	Amsterdam Schiphol	2	15	33	50	*	2027
2.3.1	Amsterdam Schiphol	61	34	5	0	December 2030	2025
4.2.2	Amsterdam Schiphol	87	11	2	0	June 2026	2023
4.4.1	Amsterdam Schiphol	49	11	40	0	December 2027	2027

Country Gaps

Family	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	CP1 target date
3.1.1	100	0	0	0	October 2017	2022
3.1.2	100	0	0	0	June 2020	2022
3.2.1	100	0	0	0	December 2019	2022
3.2.2	100	0	0	0	December 2019	2025
4.1.1	100	0	0	0	December 2022	2022
4.2.1	100	0	0	0	October 2023	2023
4.3.1	100	0	0	0	July 2017	2022
5.2.1	42	31	27	0	December 2029	2025
5.3.1	30	56	14	0	December 2030	2025
5.4.1	67	17	16	0	December 2027	2025
5.5.1	90	0	10	0	June 2026	2025
5.6.1	0	0	85	15	*	2025
6.1.2	100	0	0	0	December 2022	2027
6.3.1	2	18	80	0	December 2028	2027

Chart Key

Completed

Foreseen implementation beyond CP1 deadline

** The remaining scope of the Gap is Not yet Planned*

List of CEF-funded initiatives awarded to Stakeholders

Reference Number	CEF Project Title	Implementing Partners	Closed
#107AF1	First phase of RNAV1 and RNP- APCH approaches Amsterdam Schiphol (EHAM)	LVNL	✓
#108AF2	Electronic Flight Strips at Schiphol TWR	LVNL	✓
#109AF2	Airport CDM implementation Schiphol	KLM	✓
#109AF2	Airport CDM implementation Schiphol	LVNL	✓
#109AF2	Airport CDM implementation Schiphol	SNBV	✓
#110AF5	Meteorological Information Exchange by MET ANSP KNMI	KNMI	✓
2015_137_AF5	European Meteorological Aircraft Derived Data Center (EMADDC)	KNMI	✓
2015_165_AF1	Amsterdam Schiphol AMAN 1.0	LVNL	✓
2015_166_AF1	Amsterdam Schiphol AMAN 2.0	LVNL	✓
2015_167_AF4	Workload model for Amsterdam Area Control and Approach Control operations	LVNL	✓
2015_168_AF5	Implementation of Aeronautical Data Quality (ADQ) at LVNL	LVNL	✓
2015_169_AF5	Initial (I)WXXM implementation on CCIS Amsterdam ACC and Schiphol	LVNL	✓
2015_174_AF5_A	NewPENS Stakeholders contribution for the procurement and deployment of NewPENS - Part A: General Call	LVNL	✓
2015_178_AF2	Implementation of AOP Schiphol Airport	KNMI	✓
2015_178_AF2	Implementation of AOP Schiphol Airport	SNBV	✓
2015_179_AF4	Implementation of APOC Schiphol Airport	KNMI	✓
2015_179_AF4	Implementation of APOC Schiphol Airport	SNBV	✓
2015_186_AF1	RNP approaches to three main landing runways Amsterdam Schiphol	LVNL	✓
2015_187_AF2	TWR System at Amsterdam Schiphol	LVNL	✓
2015_190_AF3	Deployment of Air Traffic Control System iCAS: Implementation of ATM PCP Functionalities at LVNL and DFS	LVNL	✓
2015_196_AF1_A	XMAN - Cross-centre arrival management	LVNL	✓
2015_253_AF1_A_AIR	RNP 1.0, RNP 0.3 & SBAS FOR E3A AWACS FOR CEF ELIGIBLE NATIONS AND THIRD PARTY (Production and Retrofit)	NAPMA	✓
2015_253_AF1_A_GND	RNP 1.0, RNP 0.3 & SBAS FOR E3A AWACS FOR CEF ELIGIBLE NATIONS AND THIRD PARTY (Flight Simulator Training Device upgrade and AirCrew Training)	NAPMA	✓
2015_253_AF1_B	RNP 1.0, RNP 0.3 & SBAS FOR E3A AWACS FOR COHESION ELIGIBLE STATES	NAPMA	✓
2016_023_AF1	XMAN - Cross-centre arrival management - Part 2 (CEF2016)	LVNL	✓
2016_026_AF3	System Procurement for Deployment of PCP Air Traffic Control System iCAS at DFS and LVNL	LVNL	✓
2016_027_AF5	European Deployment Roadmap for Flight Object Interoperability	LVNL	✓
2016_131_AF4	AOP-NOP Integration - Extended Implementation	SNBV	✓
2016_143_AF5	ATM Network 2.0 Amsterdam	LVNL	✓
2016_150_AF2_GND	Enablers for Airport Surface Movement related to Safety Nets	SNBV	✓
2016_159_AF6	DLS Implementation Project - Path 2	SITA	✓
2016_161_AF6	DLS Implementation Project - Path 1 Ground stakeholders	SITA	✓
2017_031_AF3	Procurement and Deployment of PCP Air Traffic Control System iCAS at DFS Munich and Bremen and LVNL Amsterdam	LVNL	✓
2017_063_AF2	A-SMGCS High Performance Surveillance enhancement in view to support routing & planning functions implementation	LVNL	✓
2017_064_AF1	Final phase RNP APCH procedures Amsterdam Schiphol	LVNL	✓
2017_065_AF5	LVNL Nation wide managed network supporting SWIM	LVNL	✓
2017_084_AF5	SWIM Common PKI and policies & procedures for establishing a Trust framework	LVNL	✓
2017_089_AF6	IP1 - DLS European Target Solution assessment	SITA	✓
2022_014_AF5	Acceleration of Aeronautical Digital Information Availability (ACADIA)	SNBV	
2022_035_AF5	FF-ICE R1 - eFPL	KLM	
2023_001_AF2_AF4	Extended Airport Operations Plan and integration with the Network (EXOPAN)	SNBV	

Netherlands

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Number of SWIM Services 15

Current status of implementation

Family	Service	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Completion date	CEF Projects
5.3.1	Information Exchange - Airspace Reservation (ARES)	20	7	73	0	December 2030	No
5.3.1	Information Exchange - Aerodrome mapping service	33	67	0	0	June 2027	No
5.3.1	Information Exchange - Aeronautical Information Features service	30	66	4	0	June 2027	Yes
5.3.1	Information Exchange - Airspace Availability Service	40	60	0	0	December 2030	No
5.3.1	Information Exchange - Airspace structure service	25	75	0	0	December 2030	No
5.3.1	Information Exchange – Digital NOTAM service	34	62	4	0	June 2027	No
5.4.1	Information Exchange - Aerodrome Meteorological information Service	58	19	23	0	December 2027	Yes
5.4.1	Information Exchange - En-Route and Approach Meteorological information service	58	19	23	0	December 2027	Yes
5.4.1	Information Exchange - Network Meteorological Information	100	0	0	0	December 2025	No
5.4.1	Information Exchange - Volcanic Ash Mass Concentration information service	53	27	20	0	December 2027	No
5.5.1	Network Information Exchange - ATFCM Tactical Updates Service (Airport Capacity and Enroute)						
5.5.1	Network Information Exchange – Counts service (ATFCM Congestion Points)						
5.5.1	Network Information Exchange – Flight Management Service (Slots and NOP/AOP integration)	90	0	10	0	June 2026	No
5.5.1	Network Information Exchange – MCDM Service (STAM measures and Slots)						
5.5.1	Network Information Exchange – Measures Service (Traffic Regulation)						
5.6.1	Information Exchange (Yellow Profile) - Data Publication Service	0	0	100	0	December 2035	No
5.6.1	Information Exchange (Yellow Profile) – Extended Arrival Sequence Service	0	0	40	60	*	No
5.6.1	Information Exchange (Yellow Profile) - Flight Data Request Service	0	0	100	0	December 2035	No
5.6.1	Information Exchange (Yellow Profile) - Notification Service	0	0	100	0	December 2035	No

Chart Key

Completed SWIM Service

Foreseen implementation beyond CP1 deadline

** The remaining scope of the Gap is Not yet Planned*

Network Manager

Network Manager

Stakeholder Implementation Status

- Completed with CEF funding
- Completed without CEF funding
- Fully covered by CEF funding
- Ongoing with CEF funding
- Ongoing without CEF funding
- Planned
- Not yet planned
- Not applicable

Family	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	Network Manager
3.1.1	100	0	0	0	December 2022	
3.1.2	100	0	0	0	December 2022	
3.2.1	100	0	0	0	December 2022	
3.2.2	100	0	0	0	December 2022	
4.1.1	100	0	0	0	April 2023	
4.2.1	100	0	0	0	December 2022	
4.2.2	100	0	0	0	December 2023	
4.3.1	100	0	0	0	December 2022	
4.4.1	90	10	0	0	June 2026	
5.2.1	100	0	0	0	December 2025	
5.3.1	100	0	0	0	December 2021	
5.4.1	100	0	0	0	December 2025	
5.5.1	100	0	0	0	December 2021	
5.6.1	100	0	0	0	December 2022	
6.2.1	0	0	0	100	*	
6.3.1	40	40	0	20	*	

** The remaining scope of the Gap is Not yet Planned*

List of CEF-funded initiatives awarded to Network Manager

Reference Number	CEF Project Title	Implementing Partners	Closed
#073AF5	SWIM Common Components	EUROCONTROL/NM	✓
#077AF4	Interactive Rolling NOP	EUROCONTROL/NM	✓
#078AF4	ATFCM measures (STAM)	EUROCONTROL/NM	✓
#079AF4	Trajectory accuracy and traffic complexity	EUROCONTROL/NM	✓
#080AF3	ASM AFUA Implementation	EUROCONTROL/NM	✓
#081AF3	NM DCT/FRA Implementation and support	EUROCONTROL/NM	✓
#082AF5	SWIM compliance of NM systems	EUROCONTROL/NM	✓
#083AF1	AMAN extended to en-route	EUROCONTROL/NM	✓
2015_067_AF5	European Weather Radar Composite of Convection Information Service	EUROCONTROL/NM	✓
2015_068_AF5	European Harmonised Forecasts of Adverse Weather (Icing, Turbulence, Convection and Winter weather)	EUROCONTROL/NM	✓
2015_069_AF5	European MET Information Exchange (MET-GATE)	EUROCONTROL/NM	✓
2015_101_AF1	Network Support to extended Arrival Management	EUROCONTROL/NM	✓
2015_105_AF4	Interactive Rolling Network Operations Planning	EUROCONTROL/NM	✓
2015_106_AF4	Flight evolution and upgrade of interfaces with NM stakeholders	EUROCONTROL/NM	✓
2015_107_AF3	NM Systems upgrades in support of DCTs and FRA	EUROCONTROL/NM	✓
2015_110_AF4	STAM Phase 2 (NM)	EUROCONTROL/NM	✓
2015_112_AF5	Integrate the Aeronautical Information Exchange Services in NM Systems	EUROCONTROL/NM	✓
2015_113_AF4	AOP-NOP Integrations	EUROCONTROL/NM	
2015_114_AF4	Implementation of Target Times for ATFCM purposes (NM)	EUROCONTROL/NM	✓
2015_115_AF4	Traffic Complexity Management	EUROCONTROL/NM	✓
2015_117_AF5	Improve NM SWIM Infrastructure	EUROCONTROL/NM	✓
2015_141_AF5	Improve NM Flight Information Exchange Services	EUROCONTROL/NM	✓
2015_143_AF5	Improve Cooperative Network Information Exchange Services	EUROCONTROL/NM	✓
2015_145_AF5_A	AIM Deployment Toolkit	EUROCONTROL/NM	✓
2015_174_AF5_A	NewPENS Stakeholders contribution for the procurement and deployment of NewPENS - Part A: General Call	EUROCONTROL/NM	✓
2015_174_AF5_B	NewPENS Stakeholders contribution for the procurement and deployment of NewPENS - Part B: Cohesion Call	EUROCONTROL/NM	✓
2015_196_AF1_A	XMAN - Cross-centre arrival management	EUROCONTROL/NM	✓
2015_232_AF2	TBS4LOWW (Time Based Separation for Vienna Airport)	EUROCONTROL/NM	✓
2015_319_AF5	SWIM Common Components - Phase 2	EUROCONTROL/NM	✓
2016_023_AF1	XMAN - Cross-centre arrival management - Part 2 (CEF2016)	EUROCONTROL/NM	
2016_027_AF5	European Deployment Roadmap for Flight Object Interoperability	EUROCONTROL/NM	✓
2016_129_AF5	NewPENS Stakeholders contribution for the procurement and deployment of NewPENS	EUROCONTROL/NM	✓
2016_131_AF4	AOP-NOP Integration - Extended Implementation	EUROCONTROL/NM	
2016_133_AF3	NM system management of real time airspace data	EUROCONTROL/NM	✓
2016_134_AF3	Implementation of rolling ASM/ATFCM	EUROCONTROL/NM	✓
2016_135_AF3	Implementation of pre-defined airspace configuration	EUROCONTROL/NM	✓
2016_141_AF5	Deploy SWIM governance	EUROCONTROL/NM	✓
2017_037_AF2	TBS deployment at Paris CDG	EUROCONTROL/NM	
2017_052_AF4	AOP-NOP Integration - Extended Implementation	EUROCONTROL/NM	

List of CEF-funded initiatives awarded to Network Manager

Reference Number	CEF Project Title	Implementing Partners	Closed
2017_053_AF3	Implementation of rolling ASM/ATFCM	EUROCONTROL/NM	✓
2017_054_AF4	Network Collaborative Management	EUROCONTROL/NM	✓
2017_055_AF3	NM Systems upgrades in support of FRA	EUROCONTROL/NM	✓
2017_056_AF5	Towards Shared Business Trajectory / Trajectory Based Operations	EUROCONTROL/NM	
2017_058_AF2	ITWP4LOWW (Integrated Tower Working Position for Vienna Schwechat)	EUROCONTROL/NM	✓
2017_084_AF5	SWIM Common PKI and policies & procedures for establishing a Trust framework	EUROCONTROL/NM	✓
2017_089_AF6	IP1 - DLS European Target Solution assessment	EUROCONTROL/NM	✓
2022_014_AF5	Acceleration of Aeronautical Digital Information Availability (ACADIA)	EUROCONTROL	
2022_020_AF5	ASM SWIM	EUROCONTROL	
2022_022_AF2_AF4	BEACON	EUROCONTROL	
2022_035_AF5	FF-ICE R1 - eFPL	EUROCONTROL	
2023_001_AF2_AF4	Extended Airport Operations Plan and integration with the Network (EXOPAN)	EUROCONTROL	

Norway

Norway

Number of gaps 19

Current status of implementation

Completed
Ongoing
Planned
Not yet Planned

Powered by EUROCONTROL

Airport Gaps

Family	Airport	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	CP1 target date
1.1.1	Oslo Gardermoen	43	0	0	57	*	2024
1.2.1	Oslo Gardermoen	0	0	100	0	June 2032	2027
2.1.1	Oslo Gardermoen	43	52	5	0	September 2029	2022
2.2.2	Oslo Gardermoen	21	49	30	0	December 2027	2027
2.3.1	Oslo Gardermoen	27	63	10	0	October 2028	2025
4.4.1	Oslo Gardermoen	52	32	16	0	December 2027	2027

Country Gaps

Family	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	CP1 target date
3.1.1	100	0	0	0	August 2020	2022
3.1.2	100	0	0	0	June 2020	2022
3.2.1	100	0	0	0	November 2015	2022
3.2.2	100	0	0	0	May 2017	2025
4.1.1	100	0	0	0	June 2023	2022
4.2.1	100	0	0	0	December 2023	2023
4.3.1	88	12	0	0	June 2032	2022
5.2.1	53	47	0	0	December 2026	2025
5.3.1	49	7	44	0	December 2032	2025
5.4.1	55	3	42	0	December 2032	2025
5.5.1						
5.6.1	0	0	12	88	*	2025
6.1.2	10	15	75	0	December 2032	2027
6.3.1	0	0	100	0	June 2032	2027

Chart Key

Completed Gaps

Foreseen implementation beyond CP1 deadline

** The remaining scope of the Gap is Not yet Planned*

List of CEF-funded initiatives awarded to Stakeholders

Reference Number	CEF Project Title	Implementing Partners	Closed
#020AF3	Borealis Free Route Airspace (Part 1)	Avinor	✓

Norway

Number of SWIM Services 13

Current status of implementation

Powered by EUROCONTROL

Family	Service	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Completion date	CEF Projects
5.3.1	Information Exchange - Airspace Reservation (ARES)	30	24	46	0	December 2032	No
5.3.1	Information Exchange - Aerodrome mapping service	0	0	100	0	March 2026	No
5.3.1	Information Exchange - Aeronautical Information Features service	64	16	20	0	June 2027	No
5.3.1	Information Exchange - Airspace Availability Service	100	0	0	0	January 2023	No
5.3.1	Information Exchange - Airspace structure service	100	0	0	0	January 2022	No
5.3.1	Information Exchange – Digital NOTAM service	0	0	100	0	December 2027	No
5.4.1	Information Exchange - Aerodrome Meteorological information Service	38	9	53	0	December 2032	No
5.4.1	Information Exchange - En-Route and Approach Meteorological information service	47	0	53	0	June 2030	No
5.4.1	Information Exchange - Network Meteorological Information						
5.4.1	Information Exchange - Volcanic Ash Mass Concentration information service	80	0	20	0	December 2032	No
5.5.1	Network Information Exchange - ATFCM Tactical Updates Service (Airport Capacity and Enroute)						
5.5.1	Network Information Exchange – Counts service (ATFCM Congestion Points)						
5.5.1	Network Information Exchange – Flight Management Service (Slots and NOP/AOP integration)						
5.5.1	Network Information Exchange – MCDM Service (STAM measures and Slots)						
5.5.1	Network Information Exchange – Measures Service (Traffic Regulation)						
5.6.1	Information Exchange (Yellow Profile) - Data Publication Service	0	0	13	87	*	No
5.6.1	Information Exchange (Yellow Profile) – Extended Arrival Sequence Service	0	0	0	100	*	No
5.6.1	Information Exchange (Yellow Profile) - Flight Data Request Service	0	0	13	87	*	No
5.6.1	Information Exchange (Yellow Profile) - Notification Service	0	0	20	80	*	No

Chart Key

Completed SWIM Service

Foreseen implementation beyond CP1 deadline

** The remaining scope of the Gap is Not yet Planned*

Poland

Poland

Number of gaps 15

Current status of implementation

- Completed
- Ongoing
- Planned
- Not yet Planned

Powered by EUROCONTROL

Airport Gaps

Family	Airport	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	CP1 target date
2.2.2	Warsaw Chopin Airport	3	27	70	0	December 2027	2027
4.4.1	Warsaw Chopin Airport	41	7	52	0	December 2027	2027

Country Gaps

Family	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	CP1 target date
3.1.1	100	0	0	0	December 2022	2022
3.1.2	100	0	0	0	November 2016	2022
3.2.1	100	0	0	0	February 2019	2022
3.2.2	100	0	0	0	February 2022	2025
4.1.1	100	0	0	0	December 2022	2022
4.2.1	100	0	0	0	September 2023	2023
4.3.1	100	0	0	0	July 2021	2022
5.2.1	100	0	0	0	December 2025	2025
5.3.1	83	12	5	0	December 2026	2025
5.4.1	92	3	5	0	March 2026 **	2025
5.5.1						
5.6.1	20	30	38	12	*	2025
6.1.2	5	45	50	0	December 2028	2027
6.3.1	6	54	40	0	December 2028	2027

Chart Key

Completed Gaps

Foreseen implementation beyond CP1 deadline

** The remaining scope of the Gap is Not yet Planned*

*** Completed in March 2026*

List of CEF-funded initiatives awarded to Stakeholders

Reference Number	CEF Project Title	Implementing Partners	Closed
#131AF3	1st part of the upgrade of the P_21 PEGASUS system to SESAR functionalities - Test and Validation Platform	PANSA	✓
2015_021_AF4	Slot Manager for PCP airports	Sabre Polska	✓
2015_035_AF5	LAN network upgrade	PANSA	✓
2015_038_AF5	The ECG Communication System upgrade	PANSA	✓
2015_106_AF4	Flight evolution and upgrade of interfaces with NM stakeholders	Sabre Polska	✓
2015_107_AF3	NM Systems upgrades in support of DCTs and FRA	Sabre Polska	✓
2015_110_AF4	STAM Phase 2 (NM)	Sabre Polska	✓
2015_114_AF4	Implementation of Target Times for ATFCM purposes (NM)	Sabre Polska	✓
2016_027_AF5	European Deployment Roadmap for Flight Object Interoperability	PANSA	✓
2016_085_AF3	ATM System Upgrade Towards Free Route Airspace	PANSA	✓
2016_087_AF3	iTEC Tests, Validations and Planning (iTEC-TVP)	PANSA	✓
2016_100_AF4	Provision of EFPL data and initial FF-ICE/ 1 readiness	LH Systems Poland	✓
2016_121_AF3	Free Route	LH Systems Poland	✓
2016_123_AF4	STAM Phase 2 in combination with Target Times	LH Systems Poland	✓
2016_129_AF5	NewPENS Stakeholders contribution for the procurement and deployment of NewPENS	PANSA	✓
2016_134_AF3	Implementation of rolling ASM/ATFCM	LH Systems Poland	✓
2016_134_AF3	Implementation of rolling ASM/ATFCM	Sabre Polska	✓
2016_141_AF5	Deploy SWIM governance	PANSA	✓
2016_159_AF6	DLS Implementation Project - Path 2	PANSA	✓
2016_161_AF6	DLS Implementation Project - Path 1 Ground stakeholders	PANSA	✓
2016_162_AF6	IMPLEMENTATION OF DATA LINK SERVICES FOR THE ATM IN FIR WARSAW	PANSA	✓
2017_053_AF3	Implementation of rolling ASM/ATFCM	Sabre Polska	✓
2017_056_AF5	Towards Shared Business Trajectory / Trajectory Based Operations	Sabre Polska	✓
2017_057_AF4	Local traffic complexity management	PANSA	✓
2017_084_AF5	SWIM Common PKI and policies & procedures for establishing a Trust framework	PANSA	✓
2017_089_AF6	IP1 - DLS European Target Solution assessment	PANSA	✓
2022_014_AF5	Acceleration of Aeronautical Digital Information Availability (ACADIA)	PANSA	
2022_020_AF5	ASM SWIM	PANSA	
2022_022_AF2_AF4	BEACON	Polish Airports State Enterprise	
2022_028_AF3	Cross-border FRA	PANSA	
2022_035_AF5	FF-ICE R1 - eFPL	PANSA	
2024_612_AF6	Common AF6 implementation - 6.1.2	PANSA	
2024_631_AF6	Common AF6 implementation - 6.3.1	PANSA	

Poland

Powered by EUROCONTROL

Number of SWIM Services	13

Current status of implementation

Family	Service	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Completion date	CEF Projects
5.3.1	Information Exchange - Airspace Reservation (ARES)	54	26	20	0	December 2026	Yes
5.3.1	Information Exchange - Aerodrome mapping service						
5.3.1	Information Exchange - Aeronautical Information Features service	88	8	4	0	May 2026	Yes
5.3.1	Information Exchange - Airspace Availability Service	100	0	0	0	December 2018	No
5.3.1	Information Exchange - Airspace structure service	100	0	0	0	December 2018	No
5.3.1	Information Exchange – Digital NOTAM service	72	24	4	0	May 2026	Yes
5.4.1	Information Exchange - Aerodrome Meteorological information Service	100	0	0	0	December 2025	No
5.4.1	Information Exchange - En-Route and Approach Meteorological information service	100	0	0	0	December 2025	No
5.4.1	Information Exchange - Network Meteorological Information	100	0	0	0	December 2025	No
5.4.1	Information Exchange - Volcanic Ash Mass Concentration information service	68	12	20	0	March 2026 **	No
5.5.1	Network Information Exchange - ATFCM Tactical Updates Service (Airport Capacity and Enroute)						
5.5.1	Network Information Exchange – Counts service (ATFCM Congestion Points)						
5.5.1	Network Information Exchange – Flight Management Service (Slots and NOP/AOP integration)						
5.5.1	Network Information Exchange – MCDM Service (STAM measures and Slots)						
5.5.1	Network Information Exchange – Measures Service (Traffic Regulation)						
5.6.1	Information Exchange (Yellow Profile) - Data Publication Service	20	20	13	47	*	Yes
5.6.1	Information Exchange (Yellow Profile) – Extended Arrival Sequence Service	0	0	100	0	December 2032	No
5.6.1	Information Exchange (Yellow Profile) - Flight Data Request Service	40	40	20	0	December 2032	Yes
5.6.1	Information Exchange (Yellow Profile) - Notification Service	20	60	20	0	December 2032	Yes

Chart Key

Completed SWIM Service

Foreseen implementation beyond CP1 deadline

* *The remaining scope of the Gap is Not yet Planned*

** *Completed in March 2026*

Portugal

Portugal

Number of gaps 15

Current status of implementation

- Completed
- Ongoing
- Planned
- Not yet Planned

Powered by EUROCONTROL

Airport Gaps

Family	Airport	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	CP1 target date
2.2.2	Lisbon Humberto Delgado	1	7	92	0	December 2027	2027
4.4.1	Lisbon Humberto Delgado	71	25	4	0	December 2027	2027

Country Gaps

Family	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	CP1 target date
3.1.1	100	0	0	0	December 2024	2022
3.1.2	100	0	0	0	December 2022	2022
3.2.1	100	0	0	0	December 2009	2022
3.2.2	75	0	25	0	May 2026 **	2025
4.1.1	100	0	0	0	January 2023	2022
4.2.1	100	0	0	0	January 2023	2023
4.3.1	100	0	0	0	October 2023	2022
5.2.1	37	30	33	0	December 2026	2025
5.3.1	83	12	5	0	September 2027	2025
5.4.1	68	13	16	3	*	2025
5.5.1						
5.6.1	4	13	83	0	March 2030	2025
6.1.2	0	0	100	0	December 2030	2027
6.3.1	0	0	100	0	March 2030	2027

Chart Key

Completed Gaps

Foreseen implementation beyond CP1 deadline

Foreseen implementation beyond CP1 deadline

** The remaining scope of the Gap is Not yet Planned*

*** Completed in May 2026*

List of CEF-funded initiatives awarded to Stakeholders

Reference Number	CEF Project Title	Implementing Partners	Closed
#122AF3	FT3.1.1 NAV Portugal - Initial ASM tool to support AFUA	NAV Portugal	✓
#123AF4	FT 4.2.3 NAV Portugal Interface to NMS AFP	NAV Portugal	✓
2015_138_AF5	5.3.1 NAV Portugal - Implementation of a solution for electronic Terrain and Obstacle Data management	NAV Portugal	✓
2015_174_AF5_A	NewPENS Stakeholders contribution for the procurement and deployment of NewPENS - Part A: General Call	NAV Portugal	✓
2015_262_AF5	Aeronautical Data Quality and Exchange	PRTAF	✓
2015_278_AF1	C-130H RNP-1 Avionics Upgrade for 4 A/C	PRTAF	✓
2015_279_AF1	Falcon 50 RNP-1 Avionics Upgrade for 3 A/C	PRTAF	✓
2016_027_AF5	European Deployment Roadmap for Flight Object Interoperability	NAV Portugal	✓
2016_061_AF6_AIR	Deployment of ATN B1 capability within TAP Group	PORTUGÁLIA	✓
2016_061_AF6_AIR	Deployment of ATN B1 capability within TAP Group	TAP	✓
2016_061_AF6_GND	Deployment of ATN B1 capability within TAP Group	PORTUGÁLIA	✓
2016_061_AF6_GND	Deployment of ATN B1 capability within TAP Group	TAP	✓
2016_069_AF2_AIR	Runway Overrun Prevention System (ROPS) bundled application for TAP	TAP	✓
2016_069_AF2_GND	Runway Overrun Prevention System (ROPS) bundled application for TAP	TAP	✓
2016_071_AF5	PT_Implement a PT Air Force IP Backbone connected into NewPENS	PRTAF	✓
2016_141_AF5	Deploy SWIM governance	NAV Portugal	✓
2016_159_AF6	DLS Implementation Project - Path 2	NAV Portugal	✓
2016_159_AF6	DLS Implementation Project - Path 2	TAP	✓
2016_161_AF6	DLS Implementation Project - Path 1 Ground stakeholders	NAV Portugal	✓
2017_083_AF6_AIR	Portugalia E195 - Deployment of ATN B1 capability	PORTUGÁLIA	✓
2017_083_AF6_GND	Portugalia E195 - Deployment of ATN B1 capability	PORTUGÁLIA	✓
2017_084_AF5	SWIM Common PKI and policies & procedures for establishing a Trust framework	NAV Portugal	✓
2017_089_AF6	IP1 - DLS European Target Solution assessment	NAV Portugal	✓
2022_009_AF3_EUR	Enhanced FAB SW Crossborder Free-Route (EUR)	NAV Portugal	
2022_014_AF5	Acceleration of Aeronautical Digital Information Availability (ACADIA)	NAV Portugal	
2022_020_AF5	ASM SWIM	NAV Portugal	

Portugal

Powered by EUROCONTROL

Number of SWIM Services 13

Current status of implementation

Family	Service	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Completion date	CEF Projects
5.3.1	Information Exchange - Airspace Reservation (ARES)	75	5	20	0	May 2026	Yes
5.3.1	Information Exchange - Aerodrome mapping service						
5.3.1	Information Exchange - Aeronautical Information Features service	67	29	4	0	April 2027	Yes
5.3.1	Information Exchange - Airspace Availability Service	100	0	0	0	December 2024	Yes
5.3.1	Information Exchange - Airspace structure service	100	0	0	0	December 2024	Yes
5.3.1	Information Exchange – Digital NOTAM service	72	24	4	0	September 2027	Yes
5.4.1	Information Exchange - Aerodrome Meteorological information Service	55	16	16	13	*	No
5.4.1	Information Exchange - En-Route and Approach Meteorological information service	55	16	29	0	March 2030	No
5.4.1	Information Exchange - Network Meteorological Information	100	0	0	0	December 2025	No
5.4.1	Information Exchange - Volcanic Ash Mass Concentration information service	60	20	20	0	December 2026	No
5.5.1	Network Information Exchange - ATFCM Tactical Updates Service (Airport Capacity and Enroute)						
5.5.1	Network Information Exchange – Counts service (ATFCM Congestion Points)						
5.5.1	Network Information Exchange – Flight Management Service (Slots and NOP/AOP integration)						
5.5.1	Network Information Exchange – MCDM Service (STAM measures and Slots)						
5.5.1	Network Information Exchange – Measures Service (Traffic Regulation)						
5.6.1	Information Exchange (Yellow Profile) - Data Publication Service	0	0	100	0	March 2030	No
5.6.1	Information Exchange (Yellow Profile) – Extended Arrival Sequence Service	14	53	33	0	May 2026	No
5.6.1	Information Exchange (Yellow Profile) - Flight Data Request Service	0	0	100	0	March 2030	No
5.6.1	Information Exchange (Yellow Profile) - Notification Service	0	0	100	0	March 2030	No

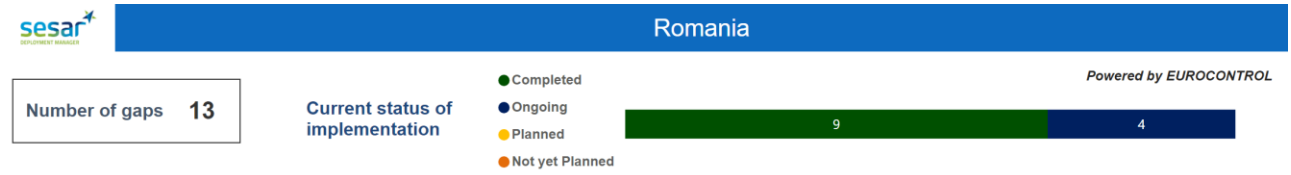
Chart Key

Completed SWIM Service

Foreseen implementation beyond CP1 deadline

** The remaining scope of the Gap is Not yet Planned*

Romania



Airport Gaps

Family	Airport	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	CP1 target date

Country Gaps

Family	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	CP1 target date
3.1.1	100	0	0	0	December 2022	2022
3.1.2	100	0	0	0	December 2021	2022
3.2.1	100	0	0	0	November 2013	2022
3.2.2	100	0	0	0	November 2019	2025
4.1.1	100	0	0	0	November 2022	2022
4.2.1	100	0	0	0	December 2023	2023
4.3.1	100	0	0	0	December 2022	2022
5.2.1	100	0	0	0	December 2025	2025
5.3.1	40	43	17	0	December 2026	2025
5.4.1	95	3	2	0	June 2026	2025
5.5.1						
5.6.1	100	0	0	0	December 2025	2025
6.1.2	5	45	50	0	December 2027	2027
6.3.1	4	36	60	0	December 2027	2027

Chart Key

Completed Gaps

Foreseen implementation beyond CP1 deadline

List of CEF-funded initiatives awarded to Stakeholders

Reference Number	CEF Project Title	Implementing Partners	Closed
#134AF5	PILOT PLATFORM for access services to OPMET (worldwide/ECAC) data (METAR, TAF, SIGMET) in WXXM format	ROMATSA	✓
2015_174_AF5_B	NewPENS Stakeholders contribution for the procurement and deployment of NewPENS - Part B: Cohesion Call	ROMATSA	✓
2017_084_AF5	SWIM Common PKI and policies & procedures for establishing a Trust framework	ROMATSA	✓
2022_035_AF5	FF-ICE R1 - eFPL	ROMATSA	
2024_612_AF6	Common AF6 implementation - 6.1.2	ROMATSA	
2024_631_AF6	Common AF6 implementation - 6.3.1	ROMATSA	

Romania

Number of SWIM Services 12

Current status of implementation

Powered by EUROCONTROL

Family	Service	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Completion date	CEF Projects
5.3.1	Information Exchange - Airspace Reservation (ARES)	5	49	46	0	December 2026	No
5.3.1	Information Exchange - Aerodrome mapping service						
5.3.1	Information Exchange - Aeronautical Information Features service	64	16	20	0	December 2026	No
5.3.1	Information Exchange - Airspace Availability Service	10	90	0	0	December 2026	No
5.3.1	Information Exchange - Airspace structure service	55	45	0	0	December 2026	No
5.3.1	Information Exchange – Digital NOTAM service	64	16	20	0	December 2026	No
5.4.1	Information Exchange - Aerodrome Meteorological information Service	84	9	7	0	June 2026	Yes
5.4.1	Information Exchange - En-Route and Approach Meteorological information service	96	4	0	0	March 2026	Yes
5.4.1	Information Exchange - Network Meteorological Information	100	0	0	0	December 2025	No
5.4.1	Information Exchange - Volcanic Ash Mass Concentration information service	100	0	0	0	December 2025	No
5.5.1	Network Information Exchange - ATFCM Tactical Updates Service (Airport Capacity and Enroute)						
5.5.1	Network Information Exchange – Counts service (ATFCM Congestion Points)						
5.5.1	Network Information Exchange – Flight Management Service (Slots and NOP/AOP integration)						
5.5.1	Network Information Exchange – MCDM Service (STAM measures and Slots)						
5.5.1	Network Information Exchange – Measures Service (Traffic Regulation)						
5.6.1	Information Exchange (Yellow Profile) - Data Publication Service	100	0	0	0	December 2025	Yes
5.6.1	Information Exchange (Yellow Profile) – Extended Arrival Sequence Service						
5.6.1	Information Exchange (Yellow Profile) - Flight Data Request Service	100	0	0	0	December 2025	Yes
5.6.1	Information Exchange (Yellow Profile) - Notification Service	100	0	0	0	December 2025	Yes

Chart Key

Completed SWIM Service

Foreseen implementation beyond CP1 deadline

Slovak Republic

Slovak Republic

Number of gaps 13

Current status of implementation

- Completed
- Ongoing
- Planned
- Not yet Planned

Powered by EUROCONTROL

Airport Gaps

Family	Airport	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	CP1 target date

Country Gaps

Family	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	CP1 target date
3.1.1	100	0	0	0	December 2022	2022
3.1.2	100	0	0	0	December 2022	2022
3.2.1	100	0	0	0	December 2018	2022
3.2.2	100	0	0	0	January 2021	2025
4.1.1	100	0	0	0	December 2022	2022
4.2.1	100	0	0	0	December 2023	2023
4.3.1	100	0	0	0	December 2024	2022
5.2.1	79	21	0	0	June 2026	2025
5.3.1	76	20	4	0	March 2030	2025
5.4.1	74	11	15	0	June 2026	2025
5.5.1						
5.6.1	15	45	40	0	March 2030	2025
6.1.2	3	22	75	0	March 2030	2027
6.3.1	20	40	40	0	March 2030	2027

Chart Key

Completed Gaps

Foreseen implementation beyond CP1 deadline

List of CEF-funded initiatives awarded to Stakeholders

Reference Number	CEF Project Title	Implementing Partners	Closed
#102AF3	Free route airspace from the Black Forest to the Black Sea	LPS	✓
2015_174_AF5_B	NewPENS Stakeholders contribution for the procurement and deployment of NewPENS - Part B: Cohesion Call	LPS	✓
2015_234_AF1_B	AMAN LOWW initial	LPS	✓
2016_075_AF3_B	FAB CE wide Study of DAM and STAM - Cohesion Call	LPS	✓
2016_141_AF5	Deploy SWIM governance	LPS	✓
2016_159_AF6	DLS Implementation Project - Path 2	LPS	✓
2017_084_AF5	SWIM Common PKI and policies & procedures for establishing a Trust framework	LPS	✓
2024_631_AF6	Common AF6 implementation - 6.3.1	LPS	

Slovak Republic

Powered by EUROCONTROL

Number of SWIM Services 13

Current status of implementation

Family	Service	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Completion date	CEF Projects
5.3.1	Information Exchange - Airspace Reservation (ARES)	62	18	20	0	March 2030	No
5.3.1	Information Exchange - Aerodrome mapping service						
5.3.1	Information Exchange - Aeronautical Information Features service	100	0	0	0	December 2025	No
5.3.1	Information Exchange - Airspace Availability Service	100	0	0	0	November 2021	No
5.3.1	Information Exchange - Airspace structure service	100	0	0	0	November 2021	No
5.3.1	Information Exchange – Digital NOTAM service	16	80	4	0	December 2027	No
5.4.1	Information Exchange - Aerodrome Meteorological information Service	62	15	23	0	June 2026	No
5.4.1	Information Exchange - En-Route and Approach Meteorological information service	62	15	23	0	June 2026	No
5.4.1	Information Exchange - Network Meteorological Information	100	0	0	0	December 2025	No
5.4.1	Information Exchange - Volcanic Ash Mass Concentration information service	72	12	16	0	June 2026	No
5.5.1	Network Information Exchange - ATFCM Tactical Updates Service (Airport Capacity and Enroute)						
5.5.1	Network Information Exchange – Counts service (ATFCM Congestion Points)						
5.5.1	Network Information Exchange – Flight Management Service (Slots and NOP/AOP integration)						
5.5.1	Network Information Exchange – MCDM Service (STAM measures and Slots)						
5.5.1	Network Information Exchange – Measures Service (Traffic Regulation)						
5.6.1	Information Exchange (Yellow Profile) - Data Publication Service	20	60	20	0	March 2030	No
5.6.1	Information Exchange (Yellow Profile) – Extended Arrival Sequence Service	0	0	100	0	March 2030	No
5.6.1	Information Exchange (Yellow Profile) - Flight Data Request Service	20	60	20	0	March 2030	No
5.6.1	Information Exchange (Yellow Profile) - Notification Service	20	60	20	0	March 2030	No

Chart Key

Completed SWIM Service

Foreseen implementation beyond CP1 deadline

Slovenia

Slovenia

Number of gaps 13

Current status of implementation

Airport Gaps

Family	Airport	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	CP1 target date

Country Gaps

Family	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	CP1 target date
3.1.1	100	0	0	0	December 2022	2022
3.1.2	100	0	0	0	December 2022	2022
3.2.1	100	0	0	0	November 2016	2022
3.2.2	100	0	0	0	November 2016	2025
4.1.1	100	0	0	0	December 2022	2022
4.2.1	100	0	0	0	August 2023	2023
4.3.1	100	0	0	0	November 2023	2022
5.2.1	100	0	0	0	December 2025	2025
5.3.1	85	9	6	0	May 2027	2025
5.4.1	79	5	16	0	October 2026	2025
5.5.1						
5.6.1	85	2	13	0	March 2026	2025
6.1.2	0	0	100	0	December 2028	2027
6.3.1	0	0	100	0	December 2028	2027

Chart Key

Completed Gaps

Foreseen implementation beyond CP1 deadline

List of CEF-funded initiatives awarded to Stakeholders

Reference Number	CEF Project Title	Implementing Partners	Closed
#102AF3	Free route airspace from the Black Forest to the Black Sea	FAB CE (Hungarocontrol affiliate)	✓
#102AF3	Free route airspace from the Black Forest to the Black Sea	Slovenia Control	✓
2015_174_AF5_A	NewPENS Stakeholders contribution for the procurement and deployment of NewPENS - Part A: General Call	Slovenia Control	✓
2016_030_AF6	Air Ground Datalink Implementation	Slovenia Control	✓
2016_075_AF3_A	FAB CE wide Study of DAM and STAM - General Call	FABCE	✓
2016_075_AF3_A	FAB CE wide Study of DAM and STAM - General Call	Slovenia Control	✓
2016_075_AF3_B	FAB CE wide Study of DAM and STAM - Cohesion Call	FABCE	✓
2017_084_AF5	SWIM Common PKI and policies & procedures for establishing a Trust framework	Slovenia Control	✓

Slovenia

Number of SWIM Services 12

Current status of implementation

- Completed
- Ongoing
- Planned
- Not yet Planned

Powered by EUROCONTROL

Family	Service	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Completion date	CEF Projects
5.3.1	Information Exchange - Airspace Reservation (ARES)	75	5	20	0	February 2026	No
5.3.1	Information Exchange - Aerodrome mapping service						
5.3.1	Information Exchange - Aeronautical Information Features service	80	16	4	0	December 2026	No
5.3.1	Information Exchange - Airspace Availability Service	100	0	0	0	December 2025	No
5.3.1	Information Exchange - Airspace structure service	100	0	0	0	December 2025	No
5.3.1	Information Exchange – Digital NOTAM service	72	24	4	0	May 2027	No
5.4.1	Information Exchange - Aerodrome Meteorological information Service	77	0	23	0	March 2026	No
5.4.1	Information Exchange - En-Route and Approach Meteorological information service	77	0	23	0	March 2026	No
5.4.1	Information Exchange - Network Meteorological Information	100	0	0	0	December 2025	No
5.4.1	Information Exchange - Volcanic Ash Mass Concentration information service	60	20	20	0	October 2026	No
5.5.1	Network Information Exchange - ATFCM Tactical Updates Service (Airport Capacity and Enroute)						
5.5.1	Network Information Exchange – Counts service (ATFCM Congestion Points)						
5.5.1	Network Information Exchange – Flight Management Service (Slots and NOP/AOP integration)						
5.5.1	Network Information Exchange – MCDM Service (STAM measures and Slots)						
5.5.1	Network Information Exchange – Measures Service (Traffic Regulation)						
5.6.1	Information Exchange (Yellow Profile) - Data Publication Service	95	5	0	0	March 2026	No
5.6.1	Information Exchange (Yellow Profile) – Extended Arrival Sequence Service						
5.6.1	Information Exchange (Yellow Profile) - Flight Data Request Service	80	0	20	0	March 2026	No
5.6.1	Information Exchange (Yellow Profile) - Notification Service	80	0	20	0	March 2026	No

Chart Key

Completed SWIM Service

Foreseen implementation beyond CP1 deadline

Spain

Spain

Number of gaps 37

Current status of implementation

- Completed
- Ongoing
- Planned
- Not yet Planned

Powered by EUROCONTROL

Airport Gaps

Family	Airport	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	CP1 target date
1.1.1	Barcelona-El Prat Josep Tarradellas	6	63	31	0	December 2027	2024
1.1.1	Madrid-Barajas Adolfo Suárez	8	52	40	0	December 2027	2024
1.1.1	Palma de Mallorca	7	39	54	0	December 2028	2024
2.1.1	Barcelona-El Prat Josep Tarradellas	100	0	0	0	December 2022	2022
2.1.1	Madrid-Barajas Adolfo Suárez	100	0	0	0	December 2022	2022
2.1.1	Palma de Mallorca	100	0	0	0	December 2022	2022
2.2.1	Barcelona-El Prat Josep Tarradellas	100	0	0	0	December 2023	2023
2.2.1	Madrid-Barajas Adolfo Suárez	100	0	0	0	October 2023	2023
2.2.1	Palma de Mallorca	100	0	0	0	December 2023	2023
2.2.2	Barcelona-El Prat Josep Tarradellas	15	43	42	0	December 2027	2027
2.2.2	Madrid-Barajas Adolfo Suárez	15	43	42	0	December 2027	2027
2.2.2	Málaga Costa del Sol	15	43	42	0	December 2027	2027
2.2.2	Palma de Mallorca	15	43	42	0	December 2027	2027
2.3.1	Barcelona-El Prat Josep Tarradellas	23	22	55	0	December 2026	2025
2.3.1	Madrid-Barajas Adolfo Suárez	23	22	55	0	December 2027	2025
2.3.1	Palma de Mallorca	23	22	55	0	December 2027	2025
4.2.2	Barcelona-El Prat Josep Tarradellas	100	0	0	0	July 2025	2023
4.2.2	Madrid-Barajas Adolfo Suárez	100	0	0	0	July 2024	2023
4.2.2	Palma de Mallorca	100	0	0	0	December 2025	2023
4.4.1	Barcelona-El Prat Josep Tarradellas	59	17	24	0	December 2027	2027
4.4.1	Madrid-Barajas Adolfo Suárez	59	17	24	0	December 2027	2027
4.4.1	Málaga Costa del Sol	59	17	24	0	December 2027	2027
4.4.1	Palma de Mallorca	59	17	24	0	December 2027	2027

Country Gaps

Family	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	CP1 target date
3.1.1	100	0	0	0	December 2022	2022
3.1.2	100	0	0	0	November 2022	2022
3.2.1	100	0	0	0	April 2022	2022
3.2.2	13	70	17	0	December 2027	2025
4.1.1	100	0	0	0	December 2022	2022
4.2.1	100	0	0	0	April 2023	2023
4.3.1	100	0	0	0	December 2022	2022
5.2.1	73	0	27	0	July 2026	2025
5.3.1	89	10	1	0	December 2027	2025
5.4.1	80	8	12	0	July 2026	2025
5.5.1	100	0	0	0	December 2025	2025
5.6.1	68	22	10	0	December 2029	2025
6.1.2	5	45	50	0	December 2028	2027
6.3.1	2	18	80	0	December 2028	2027

Chart Key

Completed Gaps

Foreseen implementation beyond CP1 deadline

List of CEF-funded initiatives awarded to Stakeholders

Reference Number	CEF Project Title	Implementing Partners	Closed
#057AF2a	Fulfillment of the prerequisite EFS for the PCP AF2 Subfunctionality: Airport Integration and Throuhput (Phase A)	ENAIRE	✓
#058AF2a	Fulfillment of the prerequisite A-SMGCS 2 for the PCP AF2 Subfunctionality: Airport Integration and Throughput (Phase A)	ENAIRE	✓
#059AF5	Implementation and operation of an IP-based G/G data communication network in ENAIRE	ENAIRE	✓
#060AF1	ENAIRE reference geographic database (FT 1.2.2)	ENAIRE	✓
#061AF1a	RNP APCH Implementation in Palma de Mallorca	ENAIRE	✓
2015_174_AF5_A	NewPENS Stakeholders contribution for the procurement and deployment of NewPENS - Part A: General Call	ENAIRE	✓
2015_210_AF5	AMHS/SWIM gateway	ENAIRE	✓
2015_211_AF2	Fulfilment of the prerequisite A-SMGCS 2 for the PCP AF2 Subfunctionality: Airport Integration and Throughput (2017-2019)	ENAIRE	✓
2015_212_AF2	Fulfilment of the prerequisite EFS for the PCP AF2 Subfunctionality: Airport Integration and Throughput (2017-2019)	ENAIRE	✓
2015_215_AF1	RNP APCH Implementation in Madrid and Barcelona	ENAIRE	✓
2015_221_AF3	Implementation of Voice over IP (VoIP) systems and services in ENAIRE	ENAIRE	✓
2015_271_AF1	SESAR PCP. CECAF RNP Procedures Design	ES AF	✓
2015_272_AF1_AIR	SESAR PCP. CECAF RNP Procedures Implementation (on-board console acquisition and to the equipment and certification of aircraft)	ES AF	✓
2015_272_AF1_GND	SESAR PCP. CECAF RNP Procedures Implementation (pilots and flight operators courses)	ES AF	✓
2016_027_AF5	European Deployment Roadmap for Flight Object Interoperability	ENAIRE	✓
2016_035_AF5	ENAIRE exchange of Aeronautical Information data in AIXM5.1	ENAIRE	✓
2016_036_AF3	Deployment of SACTA-iTEC	ENAIRE	✓
2016_037_AF3	Deployment of LARA System in Spain	ENAIRE	✓
2016_037_AF3	Deployment of LARA System in Spain	ES AF	✓
2016_038_AF5	Implementation of an IP-based G/G data communication network in ENAIRE (REDAN)	ENAIRE	✓
2016_039_AF4	STAM Phase 1 Implementation in Spain	ENAIRE	✓
2016_040_AF3	Upgrade of trajectory management in SACTA-iTEC	ENAIRE	✓
2016_077_AF1	ES_FALCON 900 compliance with RNP 1 and RNP APCH	ES AF	✓
2016_125_AF6_AIR	ES_Airbus A310 ATN VDL2 Compliance	ES AF	✓
2016_125_AF6_GND	ES_Airbus A310 ATN VDL2 Compliance	ES AF	✓
2016_126_AF6_AIR	ES_FALCON 900 compliance with Air Ground ATN VDL2 Data Link	ES AF	✓
2016_126_AF6_GND	ES_FALCON 900 compliance with Air Ground ATN VDL2 Data Link	ES AF	✓
2016_131_AF4	AOP-NOP Integration - Extended Implementation	Aena	✓
2016_141_AF5	Deploy SWIM governance	ENAIRE	✓
2016_159_AF6	DLS Implementation Project - Path 2	ENAIRE	✓
2016_161_AF6	DLS Implementation Project - Path 1 Ground stakeholders	ENAIRE	✓
2017_018_AF5	SWIM-enabled OCC	BAS	✓
2017_049_AF3	Electronic Flight Strip (EFS) in En-Route and TMA in SACTA system	ENAIRE	✓
2017_050_AF3	Controller Working Position (CWP) upgrade	ENAIRE	✓
2017_084_AF5	SWIM Common PKI and policies & procedures for establishing a Trust framework	ES AF	✓
2017_089_AF6	IP1 - DLS European Target Solution assessment	ENAIRE	✓

List of CEF-funded initiatives awarded to Stakeholders

Reference Number	CEF Project Title	Implementing Partners	Closed
2017_400_BLD	Implementation of Voice over IP (VoIP) in Barcelona ACC	ENAIRE	✓
2022_009_AF3_Canary	Enhanced FAB SW Crossborder Free-Route (Canary)	ENAIRE	
2022_009_AF3_Canary	Enhanced FAB SW Crossborder Free-Route (Canary)	SPAF	
2022_009_AF3_EUR	Enhanced FAB SW Crossborder Free-Route (EUR)	ENAIRE	
2022_009_AF3_EUR	Enhanced FAB SW Crossborder Free-Route (EUR)	SPAF	
2022_014_AF5	Acceleration of Aeronautical Digital Information Availability (ACADIA)	Aena	
2022_014_AF5	Acceleration of Aeronautical Digital Information Availability (ACADIA)	ENAIRE	
2022_020_AF5	ASM SWIM	ENAIRE	
2022_020_AF5	ASM SWIM	SPAF	
2022_022_AF2_AF4	BEACON	Aena	
2022_022_AF2_AF4	BEACON	ENAIRE	
2023_001_AF2_AF4	Extended Airport Operations Plan and integration with the Network (EXOPAN)	Aena	
2023_541_AF5	Common Proposal - 5.4.1 Meteorological Information Exchange	ENAIRE	
2024_631_AF6	Common AF6 implementation - 6.3.1	CRIDA	

Spain

Number of SWIM Services 19

Current status of implementation

- Completed
- Ongoing
- Planned
- Not yet Planned

Powered by EUROCONTROL

Family	Service	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Completion date	CEF Projects
5.3.1	Information Exchange - Airspace Reservation (ARES)	100	0	0	0	December 2025	Yes
5.3.1	Information Exchange - Aerodrome mapping service	100	0	0	0	December 2025	Yes
5.3.1	Information Exchange - Aeronautical Information Features service	67	29	4	0	December 2026	Yes
5.3.1	Information Exchange - Airspace Availability Service	100	0	0	0	January 2020	Yes
5.3.1	Information Exchange - Airspace structure service	100	0	0	0	January 2020	Yes
5.3.1	Information Exchange – Digital NOTAM service	67	29	4	0	December 2027	Yes
5.4.1	Information Exchange - Aerodrome Meteorological information Service	68	16	16	0	July 2026	Yes
5.4.1	Information Exchange - En-Route and Approach Meteorological information service	68	16	16	0	July 2026	Yes
5.4.1	Information Exchange - Network Meteorological Information	100	0	0	0	December 2025	No
5.4.1	Information Exchange - Volcanic Ash Mass Concentration information service	84	0	16	0	July 2026	Yes
5.5.1	Network Information Exchange - ATFCM Tactical Updates Service (Airport Capacity and Enroute)	100	0	0	0	June 2024	No
5.5.1	Network Information Exchange – Counts service (ATFCM Congestion Points)	100	0	0	0	November 2021	No
5.5.1	Network Information Exchange – Flight Management Service (Slots and NOP/AOP integration)	100	0	0	0	December 2025	No
5.5.1	Network Information Exchange – MCDM Service (STAM measures and Slots)	100	0	0	0	June 2024	No
5.5.1	Network Information Exchange – Measures Service (Traffic Regulation)	100	0	0	0	December 2022	No
5.6.1	Information Exchange (Yellow Profile) - Data Publication Service	20	60	20	0	December 2029	No
5.6.1	Information Exchange (Yellow Profile) – Extended Arrival Sequence Service	50	30	20	0	December 2028	No
5.6.1	Information Exchange (Yellow Profile) - Flight Data Request Service	100	0	0	0	December 2025	No
5.6.1	Information Exchange (Yellow Profile) - Notification Service	100	0	0	0	December 2025	No

Chart Key

Completed SWIM Service

Foreseen implementation beyond CP1 deadline

Sweden

Sweden

Number of gaps 21

Current status of implementation

Powered by EUROCONTROL

Airport Gaps

Family	Airport	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	CP1 target date
1.1.1	Stockholm Arlanda	100	0	0	0	November 2024	2024
2.1.1	Stockholm Arlanda	82	12	6	0	March 2027	2022
2.2.1	Stockholm Arlanda	81	4	15	0	June 2026	2023
2.2.2	Stockholm Arlanda	2	18	80	0	December 2027	2027
2.3.1	Stockholm Arlanda	37	53	10	0	December 2029	2025
4.2.2	Stockholm Arlanda	22	68	10	0	December 2026	2023
4.4.1	Stockholm Arlanda	48	0	52	0	December 2027	2027

Country Gaps

Family	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	CP1 target date
3.1.1	100	0	0	0	November 2023	2022
3.1.2	100	0	0	0	December 2017	2022
3.2.1	100	0	0	0	December 2022	2022
3.2.2	100	0	0	0	June 2016	2025
4.1.1	100	0	0	0	December 2021	2022
4.2.1	100	0	0	0	December 2023	2023
4.3.1	100	0	0	0	May 2023	2022
5.2.1	100	0	0	0	December 2025	2025
5.3.1	84	11	5	0	March 2027	2025
5.4.1	61	17	22	0	December 2026	2025
5.5.1	14	40	46	0	June 2026	2025
5.6.1	20	0	75	5	*	2025
6.1.2	10	40	50	0	January 2029	2027
6.3.1	2	18	80	0	December 2028	2027

Chart Key

Completed Gaps

Foreseen implementation beyond CP1 deadline

** The remaining scope of the Gap is Not yet Planned*

List of CEF-funded initiatives awarded to Stakeholders

Reference Number	CEF Project Title	Implementing Partners	Closed
#020AF3	Borealis Free Route Airspace (Part 1)	LFV	✓
#104AF1	Lower Airspace Optimization	LFV	✓
#136AF2	A-CDM Optimization	Swedavia	✓
#137AF2	Enhancement of Airport Safety Nets at Stockholm Arlanda Airport	Swedavia	✓
2015_025_AF5_A	Sub-regional SWIM MET deployment to support NEFRA (part A)	SMHI	✓
2015_098_AF5	Implementing redundant WAN	LFV	✓
2015_099_AF5	DK-SE FAB Aeronautical Data Quality (ADQ)	LFV	✓
2015_118_AF5	More efficient Flight Planning	LFV	✓
2015_174_AF5_A	NewPENS Stakeholders contribution for the procurement and deployment of NewPENS - Part A: General Call	LFV	✓
2015_207_AF3_A	Harmonisation of Technical ATM Platform in 5 ANSP including support of free Route Airspace and preparation of PCP program. (COOPANS B3.3, B3.4 and B3.5)	COOPANS	✓
2015_207_AF3_A	Harmonisation of Technical ATM Platform in 5 ANSP including support of free Route Airspace and preparation of PCP program. (COOPANS B3.3, B3.4 and B3.5)	LFV	✓
2015_207_AF3_B	Harmonisation of Technical ATM Platform in 5 ANSP including support of free Route Airspace and preparation of PCP program. (COOPANS B3.3, B3.4 and B3.5)	COOPANS	✓
2015_227_AF3_A	Borealis FRA Implementation (Part 2)	LFV	✓
2015_288_AF5	ADQ implementation Stockholm Arlanda	Swedavia	✓
2015_290_AF2	Initial AOP	Swedavia	✓
2015_291_AF2	A-SMGCS Level 2 implementation	Swedavia	✓
2015_292_AF2	DMAN Stockholm Arlanda Airport	Swedavia	✓
2015_294_AF2	Implementation of OTP	Swedavia	✓
2015_309_AF1_AIR	Implementation of GBAS (Technical upgrade of aircraft to GBAS)	Novair	✓
2015_309_AF1_GND	Implementation of GBAS (preparation of GBAS operation in the Flight Operations Department and training of flight crew in GBAS operation)	Novair	✓
2015_320_AF3	Implementation of VoIP	LFV	✓
2016_027_AF5	European Deployment Roadmap for Flight Object Interoperability	LFV	✓
2016_131_AF4	AOP-NOP Integration - Extended Implementation	Swedavia	✓
2016_141_AF5	Deploy SWIM governance	LFV	✓
2016_150_AF2_GND	Enablers for Airport Surface Movement related to Safety Nets	Swedavia	✓
2016_159_AF6	DLS Implementation Project - Path 2	LFV	✓
2016_161_AF6	DLS Implementation Project - Path 1 Ground stakeholders	LFV	✓
2016_166_AF1	Stockholm Arlanda Airport RNP Project (SAARP)	Novair	✓
2016_166_AF1	Stockholm Arlanda Airport RNP Project (SAARP)	Swedavia	✓
2017_022_AF2	Synchronised stakeholder decision on process optimisation at airport level	Swedavia	✓
2017_060_AF5	ADQ Components in the SWIM Infrastructure - upstream data inclusion in the full data chain solution - ANSP and Airport	Aviseq	✓
2017_060_AF5	ADQ Components in the SWIM Infrastructure - upstream data inclusion in the full data chain solution - ANSP and Airport	LFV	✓
2017_060_AF5	ADQ Components in the SWIM Infrastructure - upstream data inclusion in the full data chain solution - ANSP and Airport	Swedavia	✓
2017_061_AF5	Application of cyber security to ANSP and SWIM services at LFV	Aviseq	✓
2017_061_AF5	Application of cyber security to ANSP and SWIM services at LFV	LFV	✓
2017_066_AF5	Implementing harmonised SWIM (Y) solution in COOPANS ANSPs and general PCP compliance	Aviseq	✓
2017_066_AF5	Implementing harmonised SWIM (Y) solution in COOPANS ANSPs and general PCP compliance	LFV	✓
2017_075_AF5	SWIMARN - SWIM with Cyber Security at Stockholm Arlanda Airport	Swedavia	✓
2017_084_AF5	SWIM Common PKI and policies & procedures for establishing a Trust framework	Aviseq	✓
2017_084_AF5	SWIM Common PKI and policies & procedures for establishing a Trust framework	LFV	✓
2017_089_AF6	IP1 - DLS European Target Solution assessment	LFV	✓

List of CEF-funded initiatives awarded to Stakeholders

Reference Number	CEF Project Title	Implementing Partners	Closed
2022_014_AF5	Acceleration of Aeronautical Digital Information Availability (ACADIA)	Swedavia	
2022_020_AF5	ASM SWIM	LFV	
2023_001_AF2_AF4	Extended Airport Operations Plan and integration with the Network (EXOPAN)	SWED	
2023_541_AF5	Common Proposal - 5.4.1 Meteorological Information Exchange	LFV	
2023_541_AF5	Common Proposal - 5.4.1 Meteorological Information Exchange	SWED	

Sweden

Number of SWIM Services 14

Current status of implementation

Completed
Ongoing
Planned
Not yet Planned

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Family	Service	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Completion date	CEF Projects
5.3.1	Information Exchange - Airspace Reservation (ARES)	80	0	20	0	May 2026	Yes
5.3.1	Information Exchange - Aerodrome mapping service	80	20	0	0	December 2026	No
5.3.1	Information Exchange - Aeronautical Information Features service	72	24	4	0	April 2026	Yes
5.3.1	Information Exchange - Airspace Availability Service	100	0	0	0	December 2023	Yes
5.3.1	Information Exchange - Airspace structure service	100	0	0	0	December 2023	Yes
5.3.1	Information Exchange – Digital NOTAM service	72	24	4	0	March 2027	No
5.4.1	Information Exchange - Aerodrome Meteorological information Service	65	12	23	0	December 2026	Yes
5.4.1	Information Exchange - En-Route and Approach Meteorological information service	58	19	23	0	December 2026	Yes
5.4.1	Information Exchange - Network Meteorological Information						
5.4.1	Information Exchange - Volcanic Ash Mass Concentration information service	61	19	20	0	December 2026	Yes
5.5.1	Network Information Exchange - ATFCM Tactical Updates Service (Airport Capacity and Enroute)						
5.5.1	Network Information Exchange – Counts service (ATFCM Congestion Points)						
5.5.1	Network Information Exchange – Flight Management Service (Slots and NOP/AOP integration)	14	40	46	0	June 2026	Yes
5.5.1	Network Information Exchange – MCDM Service (STAM measures and Slots)						
5.5.1	Network Information Exchange – Measures Service (Traffic Regulation)						
5.6.1	Information Exchange (Yellow Profile) - Data Publication Service	0	0	100	0	January 2029	No
5.6.1	Information Exchange (Yellow Profile) – Extended Arrival Sequence Service	80	0	0	20	*	Yes
5.6.1	Information Exchange (Yellow Profile) - Flight Data Request Service	0	0	100	0	January 2029	No
5.6.1	Information Exchange (Yellow Profile) - Notification Service	0	0	100	0	January 2029	No

Chart Key

Completed SWIM Service

Foreseen implementation beyond CP1 deadline

** The remaining scope of the Gap is Not yet Planned*

Switzerland

Switzerland

Number of gaps 23

Current status of implementation

- Completed
- Ongoing
- Planned
- Not yet Planned

Powered by EUROCONTROL

Airport Gaps

Family	Airport	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	CP1 target date
1.1.1	Zürich Kloten	73	4	23	0	December 2027	2024
2.1.1	Zürich Kloten	100	0	0	0	December 2021	2022
2.2.1	Zürich Kloten	100	0	0	0	December 2023	2023
2.2.2	Geneva Airport	6	24	70	0	December 2027	2027
2.2.2	Zürich Kloten	60	40	0	0	December 2027	2027
2.3.1	Zürich Kloten	63	22	15	0	December 2030	2025
4.2.2	Zürich Kloten	35	60	5	0	December 2027	2023
4.4.1	Geneva Airport	51	25	4	20	*	2027
4.4.1	Zürich Kloten	61	34	5	0	December 2027	2027

Country Gaps

Family	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	CP1 target date
3.1.1	100	0	0	0	December 2022	2022
3.1.2	100	0	0	0	December 2022	2022
3.2.1	100	0	0	0	December 2022	2022
3.2.2	100	0	0	0	December 2023	2025
4.1.1	100	0	0	0	June 2022	2022
4.2.1	100	0	0	0	December 2023	2023
4.3.1	100	0	0	0	December 2021	2022
5.2.1	97	3	0	0	June 2026	2025
5.3.1	38	0	46	16	*	2025
5.4.1	84	2	6	8	*	2025
5.5.1	50	6	4	40	*	2025
5.6.1	5	5	75	15	*	2025
6.1.2	0	0	100	0	December 2028	2027
6.3.1	0	0	100	0	December 2028	2027

Chart Key

Completed

Foreseen implementation beyond CP1 deadline

** The remaining scope of the Gap is Not yet Planned*

List of CEF-funded initiatives awarded to Stakeholders

Reference Number	CEF Project Title	Implementing Partners	Closed
2016_159_AF6	DLS Implementation Project - Path 2	SITA Switzerland	✓
2016_161_AF6	DLS Implementation Project - Path 1 Ground stakeholders	SITA Switzerland	✓
2017_004_AF1	Flight Crew Training for RNP1 Operations	Swiss	✓
2017_089_AF6	IP1 - DLS European Target Solution assessment	SITA Switzerland	✓

Switzerland

Number of SWIM Services 19

Current status of implementation

Powered by EUROCONTROL

Family	Service	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Completion date	CEF Projects
5.3.1	Information Exchange - Airspace Reservation (ARES)	27	0	73	0	December 2026	No
5.3.1	Information Exchange - Aerodrome mapping service	0	0	0	100	*	No
5.3.1	Information Exchange - Aeronautical Information Features service	0	0	100	0	December 2026	No
5.3.1	Information Exchange - Airspace Availability Service	100	0	0	0	December 2022	No
5.3.1	Information Exchange - Airspace structure service	100	0	0	0	December 2022	No
5.3.1	Information Exchange – Digital NOTAM service	0	0	100	0	December 2027	No
5.4.1	Information Exchange - Aerodrome Meteorological information Service	87	0	0	13	*	No
5.4.1	Information Exchange - En-Route and Approach Meteorological information service	87	0	0	13	*	No
5.4.1	Information Exchange - Network Meteorological Information	81	7	4	8	*	No
5.4.1	Information Exchange - Volcanic Ash Mass Concentration information service	80	0	20	0	June 2026	No
5.5.1	Network Information Exchange - ATFCM Tactical Updates Service (Airport Capacity and Enroute)	100	0	0	0	**	No
5.5.1	Network Information Exchange – Counts service (ATFCM Congestion Points)	100	0	0	0	December 2021	No
5.5.1	Network Information Exchange – Flight Management Service (Slots and NOP/AOP integration)	48	32	20	0	December 2027	No
5.5.1	Network Information Exchange – MCDM Service (STAM measures and Slots)	0	0	0	100	*	No
5.5.1	Network Information Exchange – Measures Service (Traffic Regulation)	0	0	0	100	*	No
5.6.1	Information Exchange (Yellow Profile) - Data Publication Service	0	0	100	0	June 2030	No
5.6.1	Information Exchange (Yellow Profile) – Extended Arrival Sequence Service	20	20	0	60	*	No
5.6.1	Information Exchange (Yellow Profile) - Flight Data Request Service	0	0	100	0	June 2030	No
5.6.1	Information Exchange (Yellow Profile) - Notification Service	0	0	100	0	June 2030	No

Chart Key

Completed Gaps

Foreseen implementation beyond CP1 deadline

** The remaining scope of the Gap is Not yet Planned*

*** Missing data*

List of Acronyms

Acronym	Meaning
AAVA	Airspace Availability Service
A3SG	Aeronautical Information SWIM Service Sub-Group
ACADIA	Acceleration of Aeronautical Digital Information Availability
ACC	Area Control Centre
A-CDM	Airport Collaborative Decision Making
ADS-C	Automatic Dependent Surveillance - Contract
AF	ATM Functionality
AFP	Airborne Flight Plan message
A-FUA	Advanced Flexible Use of Airspace
A/G	Air/Ground
AIFS	Aeronautical Information Feature Service
AIP	Aeronautical Information Publication
AISP	Aeronautical Information Service Provider
AMAN	Arrival Manager
AMAP	Aerodrome Mapping Service
AMIS	Aerodrome Meteorological Information Service
ANSP	Air Navigation Service Provider
AO	Airport Operator
AOP	Airport Operations Plan
AoR	Area of Responsibility
APP	Approach
ARES	Airspace Reservation Service
ASM	AirSpace Management
A-SMGCS	Advanced Surface Movement Guidance and Control System
ASTR	Airspace Structure service
ATC	Air Traffic Control
ATCO	Air Traffic Control Officer, Air Traffic Controller
ATFCM	Air Traffic Flow and Capacity Management
ATM	Air Traffic Management
ATS	Air Traffic Service
ATSU	Air Traffic Service Unit
AU	Airspace User
B2B	Business-to-Business
CA	Certificate Authority
CATC	Conflicting ATC Clearances
CBA	Cost Benefit Analysis
CBCF	Cross Border Convection Forecast
CEF	Connecting Europe Facility
CFSP	Computer Flight Planning Service Providers
CHMI	Collaborative Human Machine Interface
CIAM	CHMI Service for Airspace Management Cells
CINEA	European Climate, Infrastructure and Environment Executive Agency
CMAC	Conformance Monitoring Alerts for Controllers
CNT	Counts Service (ATFCM Congestion Points)
CO2	carbon dioxide
CP1	Common Project One Reg. (EU) n. 2021/116

Acronym	Meaning
DM	Deployment Milestone
DMAN	Departure Management
DNOT	Digital NOTAM Service
EACP	European Aviation Common PKI
(e)EAD	(Enhanced) European Aeronautical Information System Database
EAIS	En-route and Approach Meteorological Information Service
EAMAN	Extended Arrival Sequence Service
EASA	European Union Aviation Safety Agency
EAUP	European Airspace Use Plan
ECAC	European Civil Aviation Conference
ECI	Electronic Clearance Inputs
EDA	European Defence Agency
eFPL	Extended Flight Plan
EU	European Union
EUUP	European Update airspace Use Plan
FDP	Flight Data Processing
FF-ICE	Flight and Flow Information for a Collaborative Environment
FIL	Filing service
FL	Flight Level
FMS	Flight Management Service (Slots and NOP/AOP integration)
FOC	Flight Operation Centre
FPL	Flight Plan
FPL2012	ICAO Flight Plan 2012 Format
FRA	Free Route Airspace
iAOP	Initial Airport Operations Plan
IATA	International Air Transport Association
ICAO	International Civil Aviation Organisation
IFPZ	Initial Flight Plan Zone
LSSIP	Local Single Sky ImPlementation
MCD	MCDM Service (STAM measures and Slots)
MCDM	Multi-Criteria Decision-Making
MET	Meteorological
MET3SG	Meteorological SWIM Service Subgroup
MS	Measures Service (Traffic Regulation)
MUAC	Maastricht Upper Area Control
NM	Network Manager
nm	Nautical Miles
NM B2B	Network Manager Business-to-Business Web Services
NMIS	Network Meteorological Information Service
NMP	Network Manager Portal
NOP	Network Operations Plan
NOT	Notification Service
NOTAM	Notice to Airmen
OLDI	On-Line Data Interchange
PBN	Performance Based Navigation
PCP	Pilot Common Project Reg. (EU) n. 716/2014
PKI	Public Key Infrastructure
PUB	Data Publication Service

Acronym	Meaning
QNH	Mean sea level pressure
RMCA	Runway Monitoring and Conflict Alerting
RAD	Route Availability Document
REQ	Flight Data Request Service
SDIP	SESAR Deployment Infrastructure Partnership
SDM	SESAR Deployment Manager
SDP	SESAR Deployment Programme
SES	Single European Sky
SESAR	Single European Sky ATM Research
SLoA	Stakeholders' Lines of Action
STAM	Short Term ATFCM Measures
SWIM	System Wide Information Management
TBO	Trajectory-Based Operations
TBS	Time Based Separation
TMA	Terminal Manoeuvring Area
TRI	Trial Service
TUS	ATFCM Tactical Updates Service (Airport Capacity and Enroute)
VAIS	Volcanic Ash Mass Concentration Service