DEPLOYMENT MANAGER

SDP Monitoring View 2024

19th June 2025

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19th June 2025

Control sheet

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Executive Summary

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.

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 2024, bringing together ground and airborne-related information received from the CP1 Operational Stakeholders: ANSPs, AISPs, Airport Operators, MET Providers, Airspace Users, Military 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 process. This included additional information, especially in AF1 and AF5 domains, essential for identifying the areas where the SDM is focusing its efforts to best support Stakeholders. All supplementary data required for the reporting was communicated in the course of 2024 by the SDM through dedicated fora - such as, the AF1 coordination platform, the SDP risks management plan meetings, and the dedicated FF-ICE webinar.

The report shows that 46% of CP1 Regulation is already implemented and an additional 45% ongoing, totalling an amount of 91% of the entire CP1. The deployment status has increased from the 2023 figures, when 85% of the activities were either completed or ongoing. The percentage of implementations without specific deployment plans has significantly decreased over the past year, dropping from 6% to 1%.

On top of the 9 SDP Families with a regulatory deadline set in December 2022 and December 2023, 2 additional SDP Families have reached their regulatory deadline in December 2024, namely Family 1.1.1 – *Arrival Management Extended to En-route Airspace* and Family 5.1.1 – *Common SWIM PKI and cyber security*. As a matter of fact, 88% of the local implementations which had to be addressed by 2022, 2023 and 2024 were completed. Out of the 31 instances exceeding the CP1 target dates, 20 of them are expected to be completed by December 2025, reaching 96% for those 11 SDP Families.

Moreover, the following facts can be highlighted:

- 6 SDP Families fully deployed as of 31st December 2024:
  - 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.*

- Regarding Family 1.1.1 – *Arrival Management Extended to En-route Airspace,* with a target date set in December 2024, the implementation of all in-horizon ACCs and airports was completed for 7 Airports by the end of 2024, with a completion rate of 35%. However, significant progress has already been made, with a substantial portion of the scope successfully addressed. Notably, 75% of the CP1 airports have at least one ACC connected to the Extended horizon and 73% of affected ACCs and in horizon airports connections are either completed or ongoing.

- With regards to AF5 – *SWIM* Families, even if most of the implementations have been reported ongoing and the provision of majority of NM services has already been completed, the deployment of AF5 presents a number of implementations foreseen to be completed beyond the CP1 regulatory deadline (31st December 2025). In fact, 55% of the AF5 gaps are expected to exceed the CP1 target date. Several supporting initiatives have been put in place to accelerate SWIM deployment,

such as the establishment of the A3SG[1] and MET3SG[2] working groups supporting the roll-out of the Aeronautical and Meteorological SWIM Information Exchange services (Family 5.3.1 and 5.4.1) as well as the FF-ICE/R1 implementation support initiative for the implementation of the Flight SWIM Information Exchange services (Family 5.6.1). Furthermore, a dedicated SDM supporting initiative for the implementation of Aeronautical Information Management (AIM) SWIM services in the frame of Family 5.3.1 is being established.

- The implementation of AF6 – *Initial Trajectory Information sharing,* started to be monitored only from the previous Monitoring Exercise, coinciding with the achievement of the industrialisation readiness, based on EASA's assessment, and the decision of the Single Sky Committee in April 2024, has either already started or has been planned for almost all the mandated countries in the course of 2024. However, AF6 full implementation is expected to be completed within the target date (31st December 2027) for 35% of the countries. The completion rate is expected to increase up to 65% by 2029. SDM launched the Trajectory Information Sharing and Coordination Support Initiative to accelerate AF6 deployment and support Trajectory-Based Operations (TBO), enhancing capacity and reducing emissions also expanding ADS-C EPP usage beyond CP1, exploring other ATS B2 services. The AF6+ Coordination Platform has been also established as the primary engagement mechanism for Stakeholders.

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 TBO.

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. In fact, several Families show the majority of the implementation taking place thanks to those.

The performance benefits related to the 318 CEF funded Implementation Projects closed by April 2025 sum up to a total of €24 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 amounts to €34.5 billion estimated.

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 in order to raise awareness and provide technical clarifications on SDP implementation also liaising viable mitigation actions with the operational Stakeholders.

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".

[1] Aeronautical Information SWIM Service Sub-Group

[2] MET SWIM Services Sub-Group (MET3SG) was established by Eurocontrol together with the SDM with the goal to collaboratively develop guidelines for the implementation of MET SWIM services.

Introduction

What is the Monitoring View?

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 2024, marked all together a key step towards a new Deployment Phase of SESAR.

The SDP 2024 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 update of the SDP (vis-à-vis its latest available edition, as approved by EC in August 2022) was developed to refresh the description of ATM Functionality 6 – *Initial Trajectory Information Sharing*, following the successful conclusion of the CP1 industrialisation forum, which led to confirming such functionality as part of the Regulation. In particular, AF6-related updates refer to up-to-date information related to the validation of SESAR solutions, the publication of technical specifications, the availability of new guidance material, etc. Moreover, the update of the SDP includes refinements and clarifications concerning the description of ATM Functionality 1 (Extended AMAN horizon and AMAN/DMAN integration) and ATM Functionality 5 (SWIM), particularly addressing the review of a subset of the associated AF5 System Requirements and Deployment Milestones. The latter update has been carried out in full consistency with the new information included in the Supporting Material for SDP Implementation 2024.

The CP1 Regulation and the SDP 2024 are the references for this edition of the SDP Monitoring View 2024, which is presenting the status of implementation of CP1 as of December 2024. 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.**

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

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.

In order 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.

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 2024 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. On the basis of the inputs gathered during the Monitoring Exercise from the operational Stakeholders, this section also provides the overall roadmap towards full deployment, at Family, AF, and CP1 level, thus building a high-level plan to meet the Regulation deadline.
- **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 built to identify 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; the enhanced questionnaire was shared and explained in the frame of the AF1 coordination platform with the operational Stakeholders on 13th June 2024.
- 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.
- Family 5.4.1 – Meteorological Information Exchange services - SDM also developed a dedicated MET SWIM survey to get a deeper knowledge of the technical implementation planned by the Stakeholders. This survey could also be used by Stakeholders as a checklist to evaluate their internal plans. Based on this information, SDM can provide tailored support to the operational Stakeholders. The operational Stakeholders were informed about this survey during the risk management plan meetings conducted by SDM at country level in September and October 2024.
- 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. A dedicated webinar on FF-ICE monitoring

and reporting was held on 22nd October 2024 to brief the operational Stakeholders. This approach avoided the need for Stakeholders to engage in a separate monitoring thread.

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), on the status and expected completion dates of the relevant Deployment Milestones as defined by the SDP 2024.

The technical/operational elements to be deployed, as well as the geographical location (e.g., airport or country[3]) 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 cybersecurity 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.

[3] 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.

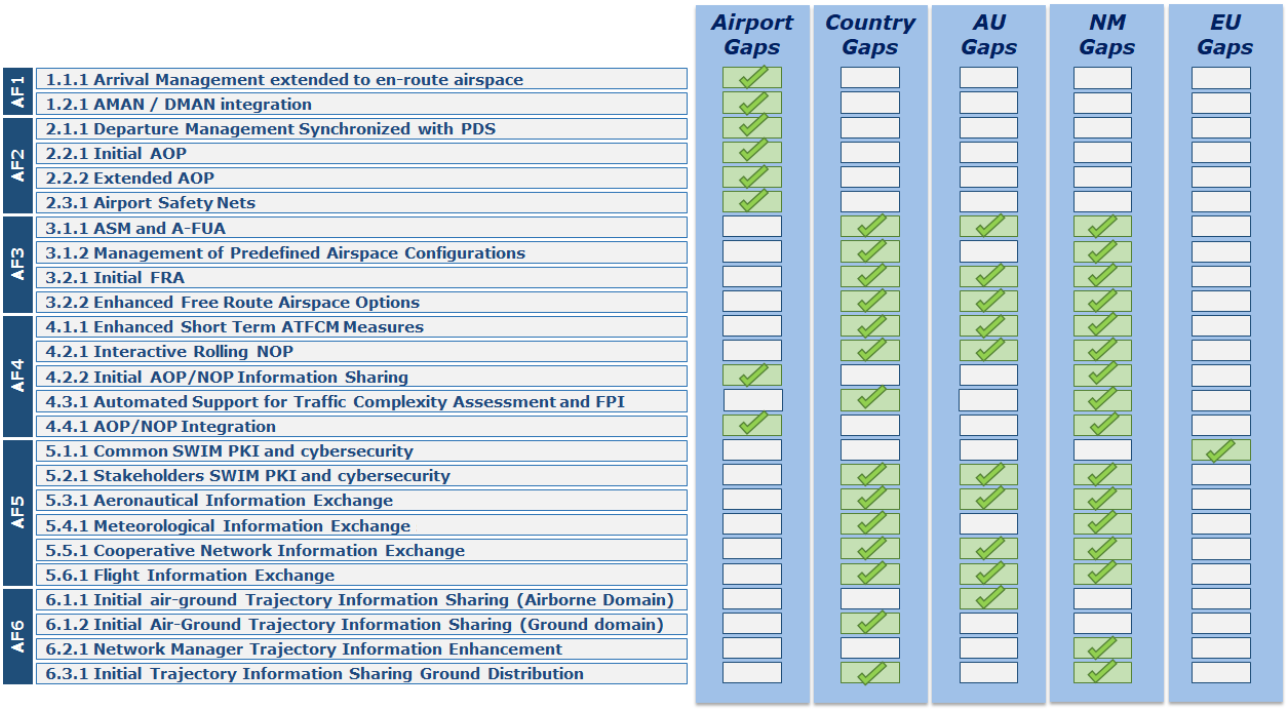


Figure 2 – Impacted Stakeholder category for each SDP Family

To measure the progress of each CP1 gap, the status of specific Deployment Milestones (DMs) that would lead to the full deployment of a specific Family is monitored and assessed. These Deployment Milestones fully match with the Stakeholders' Lines of Action (SLOAs), as included in the latest edition of the EIPAR elaborated by NM. Depending on its nature, scope and relevance, each milestone has been assigned with a specific weight to ensure progress is adequately tracked.

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 for Airspace Users. 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[4] Implementation Actions, all concluded 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. 12 additional Implementation Projects, currently under SDM direct oversight and coordination, entered in execution phase in 2023 and 2024 following the awarding of the "CLEAN ATM" and "CLEAN ATM2"

[4] 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.

projects in the frame of CEF2 2022 and CEF2 2023 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[5], 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.

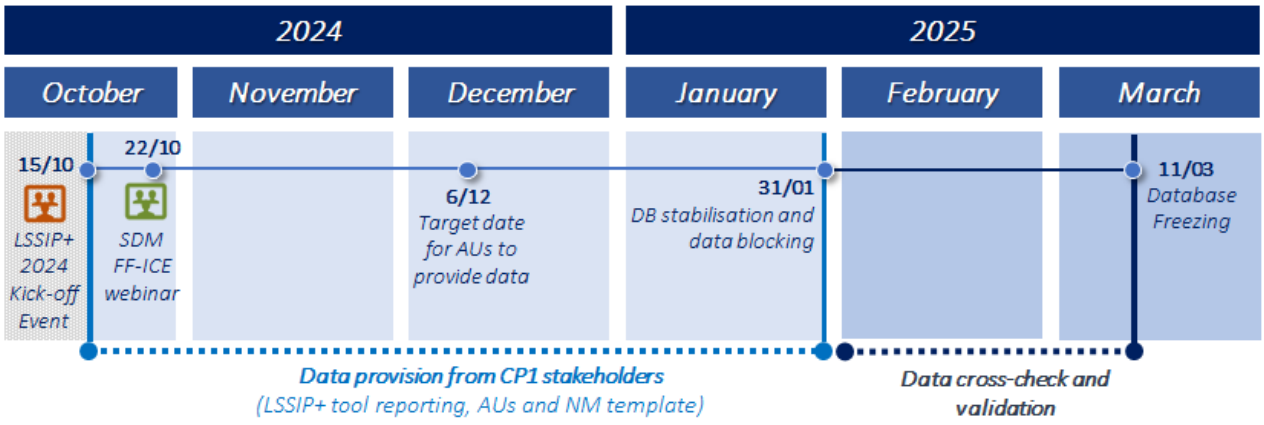


Figure 3 - Timeline of the data gathering and validation

With the aim to support the operational Stakeholders in their reporting efforts through this approach, the main elements of the 2024 Monitoring Exercise were explained during the joint SDM/EUROCONTROL LSSIP+ Kick-off Event, which took place on 15th October 2024. 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.

The latest SDP Monitoring cycle shows that around 80% of the CP1 scope is expected to be completed by 2027. This result reflects the strong commitment of operational Stakeholders and proves 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.

[5] beyond CP1 scope

Performance benefits delivered by SDM-coordinated Implementation Projects

SDM currently coordinates the execution of 356 Implementation Projects (318 already closed as of April 2025), 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.

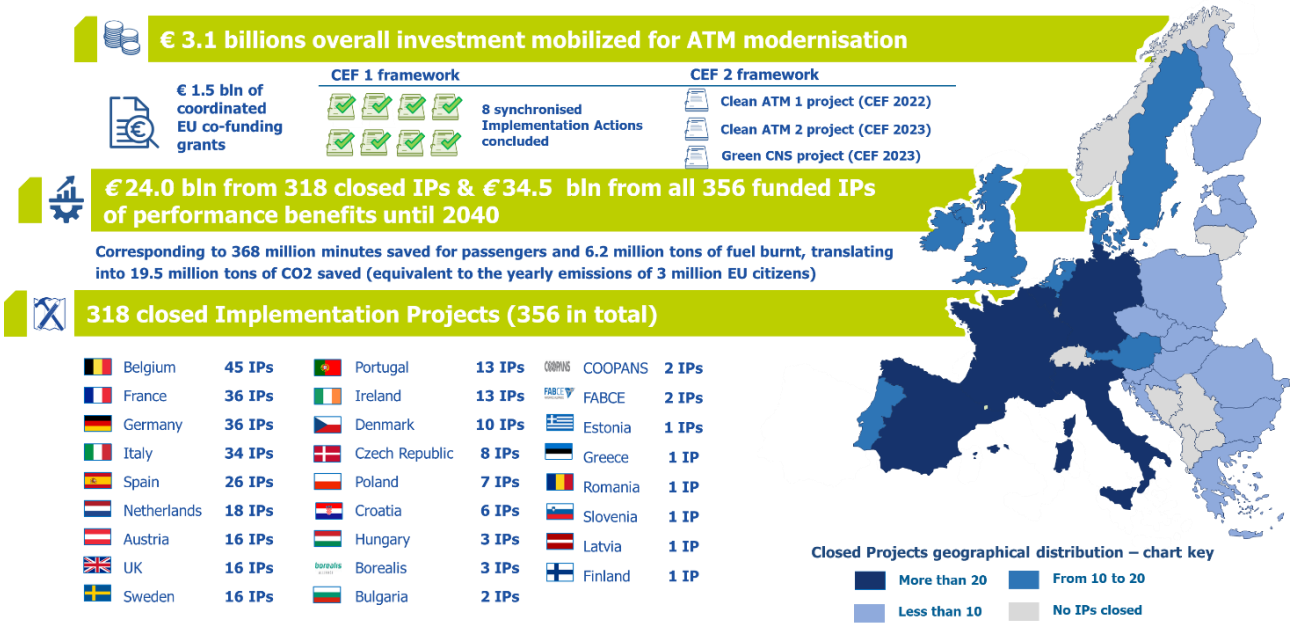


Figure 4 - Overview of the closed IPs per country

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 318 Implementation Projects closed have been measured, with particular regards to key performance areas: capacity, operational efficiency, service costs, environment, safety and security.

Figure 4 provides a quick overview of the most relevant performance benefits for the 318 closed Implementation Projects, in terms of passenger's time and on the environment: they sum up to a total of €24 billion until 2040. Cumulated benefits until 2040 for the 356 Implementation Projects (€34.5 billion estimated).

1. CP1 Implementation Status

Current status of CP1 deployment

As anticipated in the introduction, the concept of the status of the implementation gaps has been defined as a suitable indicator to define the status of CP1 deployment, as well as to measure the progress of the associated implementation activities. 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.

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 13 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, Malta, Norway, Portugal, 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 **590**. The variation in the number of ground gaps from the previous report (from 596 to 590 gaps) is due to the non-applicability of Family 5.5.1 - *Cooperative Information Network Exchange* reported for six additional countries.

According to the results of the Monitoring Exercise, these 590 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.

CP1 implementation: a general view

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 the updated ATM Functionalities of CP1 and their revised content.

In comparison with the results stemming from the previous SDM Monitoring Exercise 2023, a positive trend is observed. In fact, the current completion rate (i.e., elements of CP1 already into operational use) has reached 46% of the Regulation scope, confirming the remarkable increase of pace in the post-Covid period (only 13% of CP1 was in operations by end-2021).

A steady improvement of the CP1 deployment status was registered compared to 2023: the overall percentage of gaps composing the SESAR Deployment Programme scope and considered completed has increased from 42% in 2023 up to 46% in 2024. The total number of gaps already closed by December 2024 increased from 250 in 2023 to 271.

This means that some of the associated technological and operational elements are already in use by the relevant Stakeholders, with positive outcomes on the overall performance of ATM operations.

In the framework of the CP1 regulatory environment, thanks to the work performed by the Stakeholders, 270 gaps are considered ongoing, bringing the total number of gaps either ongoing or completed to 539, representing 91% of total ground gaps and confirming the positive trend when compared with 2023 (+6%).

The activities currently completed, ongoing or planned are spread across 6 ATM Functionalities and well-distributed amongst 25 SESAR Deployment Programme Families: this demonstrates the wide-ranging and far-reaching effort from all involved Stakeholders. In particular, for 17 Families at least one local implementation has been completed.

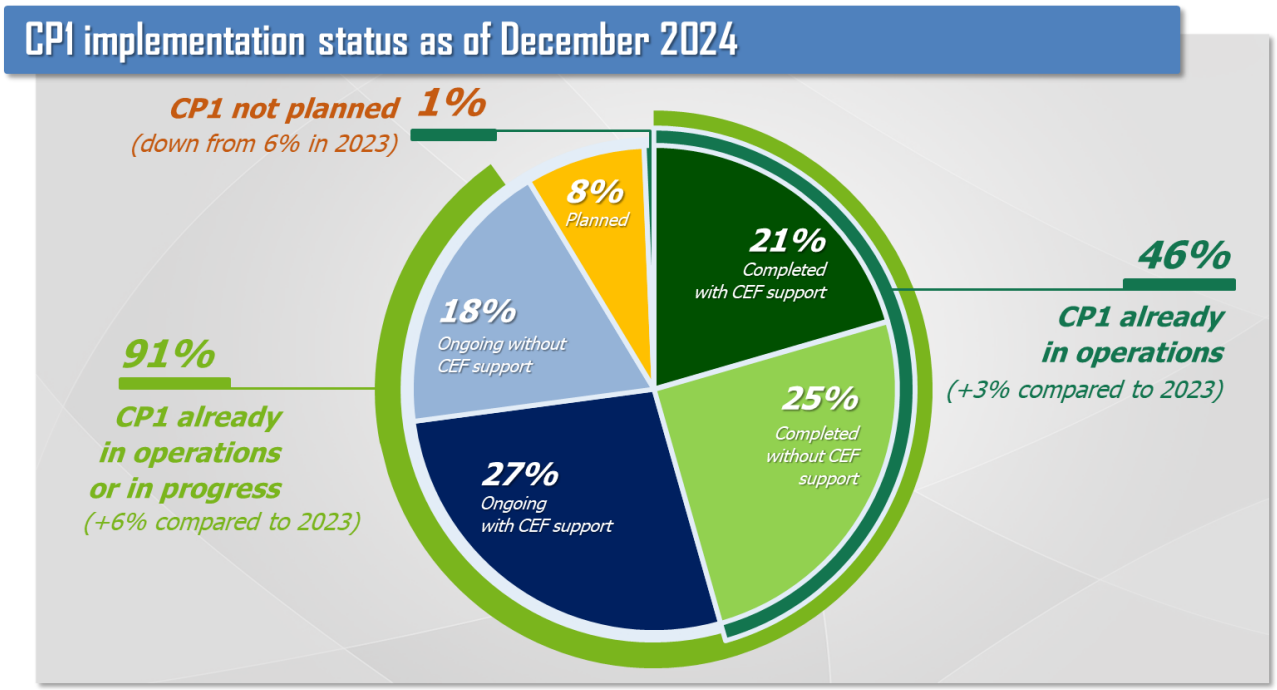


Figure 5 - CP1 Implementation Status – Overview as of December 2024

Figure 5 further illustrates that the implementation activities are progressing well, as they are addressing around 45% (ongoing) of the total. More specifically, operational Stakeholders are addressing 27% of gaps benefitting from the outcomes of SDM-coordinated Implementation Projects, supported by EU public funding via CEF Calls 2014, 2015, 2016, 2017, 2022 and 2023. In addition, for 18% of the gaps, the implementation is in progress with Stakeholders' own resources and/or through other means of funding / financing, without direct coordination from the SESAR Deployment Manager.

Furthermore, operational Stakeholders have plans to deploy 8% of the total gaps, according to the information provided during the Monitoring Exercise: this brings the total number of gaps already completed, ongoing or planned to 99% of the total ground gaps. The lack of specific plans has dropped from 6% to 1%, which, even if does not necessarily entail a late completion with regard to CP1 regulatory deadlines, is considered as a matter of concern taking into account the proximity of the CP1 target dates. However, the number of gaps reported entirely not yet planned has significantly decreased from 37 in 2023 to 4 in 2024, linked to AF1 and AF6 Families. No foreseen completion date is provided for an additional number of 46 gaps since part of the remaining scope is not yet planned.

These positive results are due to the strong commitment of operational Stakeholders to implement the SESAR Deployment Programme, as demonstrated both by individual initiatives from local Stakeholders and by their continuous participation to the Calls launched under the CEF2 Framework.

The SESAR deployment is still moving forward and delivering the expected performance improvements, translating the Common Project One into an operational reality. The focus is to reach the maximum performance benefit of CP1, which takes place when the implementation occurs in a synchronised air-ground and timely manner. In addition to the summary provided, the following main facts can be highlighted:

- 6 SDP Families fully deployed as of 31st December 2024:
  - 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.*

- As a matter of fact, 88% of gaps which had to be addressed by the end of 2022, 2023 and 2024 were completed. The remaining 31 gaps, still to be completed, are distributed across the following Families:

- 13 in Family 1.1.1 - *Arrival Management extended to en-route airspace* (Amsterdam Schiphol; Barcelona El Prat; Berlin Brandenburg; Brussels National; Frankfurt am Main; Düsseldorf Airport; Madrid Barajas; Milan Malpensa; Munich Franz Josef Strauss; Nice Côte D'Azur; Oslo Gardermoen; Palma de Mallorca Son Sant Joan; and Zürich Kloten); however, 75% of the CP1 airports have at least 1 ACC connected to the Extended horizon and 73% of affected ACCs and in horizon airports connections are either completed or ongoing;
- 2 in Family 2.1.1 - *Departure Management Synchronised with Pre-departure sequencing* (Oslo Gardermoen for which the implementation of a DMAN system is ongoing and Stockholm Arlanda for which the departure sequencing tool is being tested and validated).
- 2 in Family 2.2.1 - *Initial AOP* (Dublin Airport for which the A-CDM validation, representing a pre-requisite for the Initial AOP, is still ongoing and Stockholm Arlanda for which A-CDM system implementation is planned for 2025);
- 12 in Family 4.2.2 *Initial AOP / NOP Information sharing* (Amsterdam Schiphol; Barcelona El Prat; Berlin Brandenburg; Brussels National; Copenhagen Kastrup; Dublin Airport; Düsseldorf Airport; Milan Malpensa; Munich Franz Josef Strauss; Palma de Mallorca Son Sant Joan; Stockholm Arlanda; Zürich Kloten). SDM, NM and the impacted airports are in close and regular exchange to update the iAOP / NOP implementation roadmap, which is progressing according to the plan, with the objective to reach the highest possible completion rate of the Family scope implemented by 2025[6];
- 2 in Family 4.3.1 - *Automated Support for Traffic Complexity Assessment and Flight Planning Interfaces* (Hungary, working on the validation process with NM for the automatic provision of ATC Flight-plan Proposal messages for airborne flights and Norway which is planning to update the issuing of AFP messages with the implementation of the new ATM system).

20 out of these 31 gaps are expected to be completed by December 2025, reaching 96% for those 11 SDP Families.

- Assessment on the implementation of SDP Families with an implementation target date set in December 2025:
  - Family 2.3.1 – *Airport Safety Nets* – On top of the two airports which already completed the implementation (Copenhagen Kastrup and Brussels National), it is expected that the implementation will be fully completed by 5 airports (Dublin Airport, Milan Malpensa, Paris Orly, Rome Fiumicino, and Stockholm Arlanda) at the end of 2025, with a potential completion rate of 35%. This is expected to increase up to 65% by 2027.
  - Family 3.2.2 - *Enhanced Free Route Airspace Operations* – On top of the 24 countries and Network Manager which already completed this Family, the implementation will be completed by 5 countries (Cyprus, Greece, Malta, Portugal, and Spain) by the end of 2025, with an expected completion rate of 97%.
  - Family 5.2.1 - *Stakeholders' SWIM PKI and cyber security* – It is expected that the implementation will be completed by 22 countries (Austria, Belgium, Bulgaria, Croatia, Czech Republic, Denmark, Estonia, Finland, Germany, Italy, Lithuania, Luxembourg, MUAC, Malta, Netherlands, NM, Poland, Portugal, Romania, Slovak Republic, Slovenia, Spain, Sweden) and Network Manager by the end of 2025, with an expected completion rate of 74%.
  - Family 5.3.1 - *Aeronautical Information Exchange* (including Airspace Management and Aeronautical Information Management SWIM services) – On top of Network Manager, which completed the implementation of Airspace Structure and Airspace Availability services in 2021, 7 countries (Denmark, Italy, Lithuania, Luxembourg, Poland, Slovenia, Spain) are expected to complete the Family by the end of 2025, with an expected completion rate of 26%. This is expected to increase up to 60% by 2027.
  - Family 5.4.1 - *Meteorological Information Exchange* – It is expected that the Family will be completed by 13 countries (Bulgaria, Croatia, Czech Republic, Denmark, Estonia, France, Italy, Lithuania, Poland, Slovak Republic, Slovenia, Spain, Sweden) and Network Manager by the end of 2025, with an expected completion rate of 45%. This is expected to increase up to 61% by 2027.

[6] the iAOP/NOP information sharing validation for Copenhagen Kastrup and Milan Malpensa airports was completed at the end of March 2025.

- Family 5.5.1 - *Cooperative Network Information Exchange* – On top of Network Manager, MUAC and Luxembourg, which already completed the implementation, 12 countries (Austria, Belgium, Bulgaria, Denmark. France, Germany, Italy, Netherlands, Poland, Romania, Spain, Sweden) are expected to complete the Family by the end of 2025, with an expected completion rate of 83%.
- Family 5.6.1 - *Flight Information Exchange* (including the three FF-ICE SWIM services and the Extended Arrival Sequence SWIM service[7]) - On top of Network Manager, which already completed the Family, 2 Countries (Romania, Slovenia) are expected to complete the implementation by the end of 2025, with an expected completion rate of 10%.

As of December 2024, the status of implementation of the CP1 includes 269 completed gaps, being the most significant results registered in AF2, AF3 and AF4. The progress in CP1 deployment has evolved at a steady pace (11 percentage points increase from 2022 and 4% from 2023) and will continue to do so with 89 gaps expected to achieve their full coverage by the end of 2025 and additional 15 gaps in 2026. The overall CP1 completion rate is expected to be around 80% by 2027.

- With regards to Family 1.1.1 - *Arrival Manager extended to en-route airspace*, the implementation was completed in seven airports (Copenhagen Kastrup, Dublin Airport, Paris Charles De Gaulle, Paris Orly, Rome Fiumicino, Stockholm Arlanda and Vienna Schwechat), therefore for the remaining 13 airports, corresponding to 65% of the scope of the Family, the implementation is ongoing beyond the CP1 target date; for 6 out of these 13 airports, the implementation is progressing but no implementation date can be reported since part of their scope is not yet planned.

  However, significant progress has already been made, with a substantial portion of the scope successfully addressed. Notably, 75% of the airports within CP1's scope (15 out of 20) now has at least one neighbouring ACC connected to the Extended AMAN as of the end of 2024. Furthermore, 75% of the required ACC and in-horizon airport connections within the 180 NM horizon of CP1-mandated airports are either fully operational (53%) or actively progressing (22%).

  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 and the positive assessment of SDM. SDM provided recommendations in line with § 1.1.1 (a) of the CP1 Annex, which refers to shorter horizons. Annex I of SDP 2024 includes a table listing the ACCs recommended to exclude extended AMAN operations and those required to implement extended AMAN connections. Furthermore, considering the different implementation methods (OLDI and SWIM) permitted in the CP1 Regulation, until the end of 2025, a temporary constraint will affect the deployment of this Family for neighbouring Countries which chose different methods, albeit both locally adherent with the CP1 Regulation and the SDP. Currently, this applies to the connections between France and Switzerland with Italy.

- Regarding Family 2.3.1 – *Airport Safety Nets*, all gaps are either completed or ongoing. However, 11 gaps are expected to exceed the CP1 target date (Amsterdam, Berlin, Barcelona, Dusseldorf, Frankfurt, Madrid, Munich, Oslo, Palma, Vienna and Zurich airports) whereas for additional two gaps no implementation date can be shown as part of the implementations is currently not yet planned (Nice and Paris CDG airports). The main delay factor is represented by the need to upgrade Tower ATM systems to have the capability to detect Conflicting ATC Clearances (CATC) and Conformance Monitoring of Alerts for Controllers (CMAC). However, even if the relevant CATC and CMAC alerts will be implemented within the new capabilities of future Tower ATS-Systems, it is important to note that Runway Monitoring and Conflict Alerting (RMCA) functionality, being the most important for accident prevention, is already implemented, or planned to be implemented in time, by all CP1 airports in scope. Besides, any local variations regarding the deployment of CATC and CMAC alerts must be agreed among the local ANSP, airport operators and local regulators.

- The implementation of Family 3.1.1 – Airsp*ace Management and Advanced Flexible Use of Airspace* and Family 3.1.2 – *Management of Predefined Airspace Configurations* has been completed by all mandated countries, MUAC and NM within the CP1 regulatory date (31st December 2022); for most

[7] Therefore, data on Family 5.6.1 in this report and the FF-ICE/R1 Implementation Roadmap are not fully comparable. For further information, please refer to FF-ICE/R1 Implementation Roadmap (link).

operational Stakeholders, the completion was achieved through the adoption of available NM systems (CIAM, CHMI), whereas local ASM tools continue to be deployed.

- Regarding Family 3.2.2 – *Enhanced Free Route Airspace*, the implementation has been reported completed or ongoing by all mandated countries. However, in France the enhanced FRA implementation is planned for 2027, two years beyond the CP1 target date (2025). In fact, even if the cross-border operations will be established with Switzerland by 2025, the implementation of the full FRA (above FL195) at national level is dependent on the enhancements of 4-FLIGHT ATM system in Reims, Marseille, and Paris ACCs.

- The implementation of Family 4.1.1 – *Enhanced STAM* has also been completed by all the mandated countries, MUAC and NM. Even if 9 Stakeholders have achieved the local implementations through the deployment of the local STAM tool and an additional country will complete its deployment in 2026, the majority of Stakeholders has completed the local implementations through the adoption of available NM systems (NMP Flow).

- For Family 4.2.2 – *Initial AOP / NOP Information Sharing,* as of December 2024, the integration of airports data exchange to enable the Initial AOP-NOP information sharing was completed for 7 airports (Frankfurt am Main, Madrid Barajas, Nice Cote d'Azur, Paris Orly, Paris Charles de Gaulle, Rome Fiumicino and Vienna Schwechat) and Network Manager, whereas it is still ongoing for the other 12 airports[8] in scope, based on the iAOP/NOP integration roadmap built by NM, the Airports, and SDM in cooperation with ACI. Zurich airport is planning to implement the Family at a later stage, together with the replacement of legacy systems. Two airports (Dublin Airport and Stockholm Arlanda) are not ready to start validation activities yet since they have to complete the A-CDM implementation (a pre-requisite for iAOP-NOP integration).

  To mitigate this issue, actions are taking place between SDM, NM and the impacted airports to tackle the implementation delays. Specifically, SDM, NM and CP1 mandated Airports are jointly collaborating to update and speed up the workplan, considering that the work between NM and each CP1 airport takes approximately 8 months and cannot be performed in parallel for all airports. By June 2025, 8 out of 12 ongoing implementations are expected to be carried out. SDM, NM and the impacted airports are in close and regular exchange to update the iAOP/NOP implementation roadmap with the objective to the highest possible completion rate of the Family scope implemented by 2025. 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.

- The completion of Family 4.3.1 – *Automated Support for Traffic Complexity Assessment and Flight Plan interfaces* has not been achieved for 2 out of 30 gaps (Hungary and Norway). However, Hungary and Norway are expected to finalise the implementation once the automatic provision of AFP for airborne flights is completed by 2025 and 2032, respectively.

- Regarding AF5 Families, even if most of the implementations have been reported ongoing and the provision of NM services has already been completed, delays are affecting the implementation of SWIM. The potential late completion of SDP Family 5.2.1 represents a well-known risk for the provision and consumption of the SWIM services within Families 5.3.1, 5.4.1, 5.5.1 and 5.6.1. SDM is in constant contact with the Operational Stakeholders to closely monitor the cases where a delay has been detected which will be specifically addressed during the next SDP Risk Management Plan meetings in September/October. However, the impact of a delayed implementation of Family 5.2.1 on the SWIM Services' implementation is expected to be limited and differently modulated considering the individual SWIM Services:

- With regard to the provision of AIM SWIM Services (Family 5.3.1 – *Aeronautical Information Exchange*), most of the AISPs will use eEAD, which will provide the necessary certificates, whereas AISPs not using eEAD reported a timely deployment of Family 5.2.1.

[8] 2 out of these 12 airports (Copenhagen Kastrup and Milan Malpensa) completed the iAOP/NOP integration at the end of March 2025.

- Regarding the ASM SWIM Services (Family 5.3.1 – *Aeronautical Information Exchange*), for the provision of Airspace Availability and Airspace Structure services, the certificates are provided by NM and most of the ANSPs are consuming through LARA, which already includes the necessary capabilities. Delays affecting ASM Services are mainly driven by the necessary upgrade of the ATM/ATC System for the consumption of the ARES SWIM service;
- With regard to SWIM Meteorological Services (Family 5.4.1– *Meteorological Information Exchange*), MET Providers are expected to implement Family 5.2.1 on time, therefore the release of the certificates is not expected to affect the implementation on the consumers side, which is rather linked to the deployment of new systems to allow the consumption of MET information such as gridded upper wind information (trajectory or flight profile calculations) and/or local pressure measurements (QNH);
- No impact is expected on Family 5.5.1 - *Cooperative Network Information Exchange* considering that those implementing B2B are familiar with, and already using, digital certificates.
- With regard to Family 5.6.1, digital certificates will be provided by NM and no access to the SWIM Services will be granted without them. The implementation of FF-ICE has a dependency with Family 5.2.1, as depicted in the FF-ICE/R1 Roadmap, however the main delay factors affecting FF-ICE implementation are linked to the necessary upgrade of the ATM/ATC systems.

- Coordination and support to the Stakeholders has already been initiated from the SESAR Deployment Manager, through specific working groups (A3SG, MET3SG), coordinated CEF Projects (ASM SWIM, ACADIA, FF-ICE, MET common initiative) and joint initiatives SDM/ECTL NM (FF-ICE/R1 Roadmap). The progress made to date in SWIM implementation is quite advanced, compared to what was reported last year (92% of the gaps are either completed or ongoing in comparison with 81% in December 2023), however several gaps will be completed beyond the CP1 target date, or no implementation date can be shown as part of their scope is not yet planned. In particular:
    - Family 5.2.1 – *Stakeholders' SWIM PKI and cyber security*, 4 gaps (Cyprus, Greece, Hungary, Latvia) are planned to be implemented beyond the CP1 regulatory date and for 4 gaps (France[9], Ireland, Norway, Switzerland) no implementation date can be shown as part of the implementation is not yet planned.
    - Family 5.3.1 – *Aeronautical Information Exchange*, 19 gaps (Austria, Belgium, Bulgaria, Croatia, Cyprus, Czech Republic, Estonia, Finland, Greece, Hungary, Ireland, Latvia, Maastricht UAC, Malta, Netherlands, Portugal, Romania, Slovak Republic, Sweden) are planned to be implemented beyond the CP1 regulatory date and for 4 gaps (France, Germany, Norway, Switzerland) no implementation date can be shown as part of the implementation is not yet planned.
    - Family 5.4.1 – *Meteorological Information Exchange*, 10 gaps (Austria, Belgium, Finland, Germany, Hungary, Ireland, Latvia, Luxembourg, Maastricht UAC, Netherlands) are planned to be implemented beyond the CP1 regulatory date and for 7 gaps (Cyprus, Greece, Malta, Norway, Portugal, Romania, Switzerland) no implementation date can be shown as part of the implementation is not yet planned.
    - Family 5.5.1 – *Cooperative Network Information Exchange*, 2 gaps (Czech Republic, Ireland) are planned to be implemented beyond the CP1 regulatory date and for 1 gap (Switzerland) no implementation date can be shown as part of the implementation is not yet planned.
    - Family 5.6.1 – *Flight Information Exchange (*including the three FF-ICE SWIM services and the Extended Arrival Sequence SWIM service[10]), 21 gaps (Austria, Belgium, Bulgaria, Croatia, Cyprus, Czech Republic, Estonia, Finland, Germany, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxembourg, Netherlands, Portugal, Slovak Republic, Spain, Sweden) are planned to be implemented beyond the CP1 regulatory date and for 7 gaps (Denmark, France, Maastricht UAC, Malta, Norway, Poland, Switzerland) no implementation date can be shown as part of the implementation is not yet planned.

[9] Although part of the scope is not yet planned, France has confirmed that the impacted operational stakeholders are committed to implementing SDP Family 5.2.1 by the CP1 target date (31st December 2025)
[10] Therefore, data on Family 5.6.1 in this report and the FF-ICE/R1 Implementation Roadmap are not fully comparable. For further information, please refer to FF-ICE/R1 Implementation Roadmap (link).

- With specific reference to the FF-ICE implementation support initiative (related to a subset of SWIM services within SDP Family 5.6.1), jointly managed by SDM and the Network Manager, it 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 second edition of the FF-ICE Implementation Roadmap (link) has been developed based on Stakeholders planning reporting information. The delays are confirmed (with an average of 3.7 years of delay compared to the mandated date – 31st December 2025, and the last countries planning for the end of implementation by end of 2032). The roadmap also incorporates a range of SDM foreseen support actions.

- With regards to AF6 – *Initial Trajectory Information Sharing* implementation, delays are affecting this ATM Functionality, mainly caused by the only recent confirmation of the implementation readiness and 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. The implementation is also supported by the ADS-C Common Service Initiative aiming at harmonising the provision of ATM datalink services in Europe through the set-up of a unique certified ATM Datalink Service Provider (ADS-C/EPP), however, for the majority of the countries, the connection between ATS systems and ground distribution infrastructure in order to receive ADS-C/EPP information, may only be achieved together with the upgrade of the legacy ATM System or the transition to a new ATM system. For this reason, several gaps will be completed beyond the CP1 target date, or no implementation date can be shown as part of their scope is not yet planned. In particular:
    - Family 6.1.2 – *Initial Air-Ground Trajectory Information Sharing (Ground Domain),* 17 gaps (Austria, Croatia, Cyprus, Denmark, Estonia, Finland, Greece, Hungary, Italy, Latvia, Lithuania, Norway, Poland, Portugal, Slovak Republic, Sweden, Switzerland) are planned to be implemented beyond the CP1 regulatory date and for 5 gaps (France, Germany, Ireland, Malta, Romania) no implementation date can be shown as part of the implementation is not yet planned.
    - 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 is currently pending in the context of SESAR project PJ 18-06b1, "NM Profile Improvement Using ADS-C", which is expected to reach TRL 6 by the end of 2026. Research to achieve implementation readiness is ongoing within the SESAR 3 Network TBO project. Close participation by the Network Manager will facilitate the integration of this solution into the iNM system by December 2027, as required.
    - Family 6.3.1 – *Initial Trajectory Information Sharing ground distribution*, 13 gaps (Austria, Croatia, Estonia, Finland, Hungary, Ireland, Italy, Latvia, Lithuania, Norway, Poland, Slovak Republic, Switzerland) are planned to be implemented beyond the CP1 regulatory date and for 3 gaps (France, Germany, Romania) and Network Manager no implementation date can be shown as part of the implementation is not yet planned.

- 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. To further facilitate TBO, the initiative adopts a broader approach, expanding ADS-C EPP usage beyond CP1 and exploring other ATS B2 services. This aligns with the industry's goal of maximizing benefits from ATS B2-equipped aircraft. To coordinate these efforts, SDM has established the AF6+ Coordination Platform as the primary mechanism for engagement between SDM and implementing Stakeholders. This platform addresses implementation challenges, such as defining the impact of the ACDLS Call for Tender review in accordance with SES2+ constraints, which establishes conditions for CNS providers (such as the ADS-C common service provider) to operate in the EU.

- Special attention must be paid to those Families where only preliminary planning and preparatory activities have been performed. In Family 1.2.1 – *AMAN/DMAN Integration* (target date 31st December 2027), thanks to the work performed by the AF1 Coordination platform to promote the sharing of information and best practices to fulfil the AMAN/DMAN integration requirements, only

one gap (Oslo Gardermoen) is planned to be implemented beyond the CP1 regulatory date whereas for 3 CP1 airports in scope (Milan Malpensa, Nice Cote d'Azur and Paris Charles De Gaulle) the relevant ANSPs have identified plans to carry out the implementation, even if for some of them no implementation date can be shown as part of the implementation is not yet planned, and for Berlin Brandenburg and Dusseldorf airports the implementation is entirely not yet planned.

- Furthermore, in Family 2.2.2 – *Extended Airport Operations Plan*, with a target date on 31st December 2027, no implementation date can be shown for 4 out of 31 gaps since part of their scope is not yet planned (Amsterdam, Copenhagen, Lyon, and Stuttgart airports). Similarly, in Family 4.4.1 – *AOP NOP Integration*, for 2 out of 32 gaps no implementation date is defined as part of the scope has not been planned yet (Geneva and Lyon). However, for most of these Stakeholders two multi-Stakeholder initiatives (BEACON in CEF2 Call 2022 and EXOPAN in CEF2 Call 2023) are already supporting the implementation of Family 2.2.2 and Family 4.4.1 in 25 different airports.

- 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 the majority 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 and 5.6.

- 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 in order to raise awareness and provide technical clarifications on SDP implementation also liaising viable mitigation actions with the operational Stakeholders.

Detailed view per ATM Functionality

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

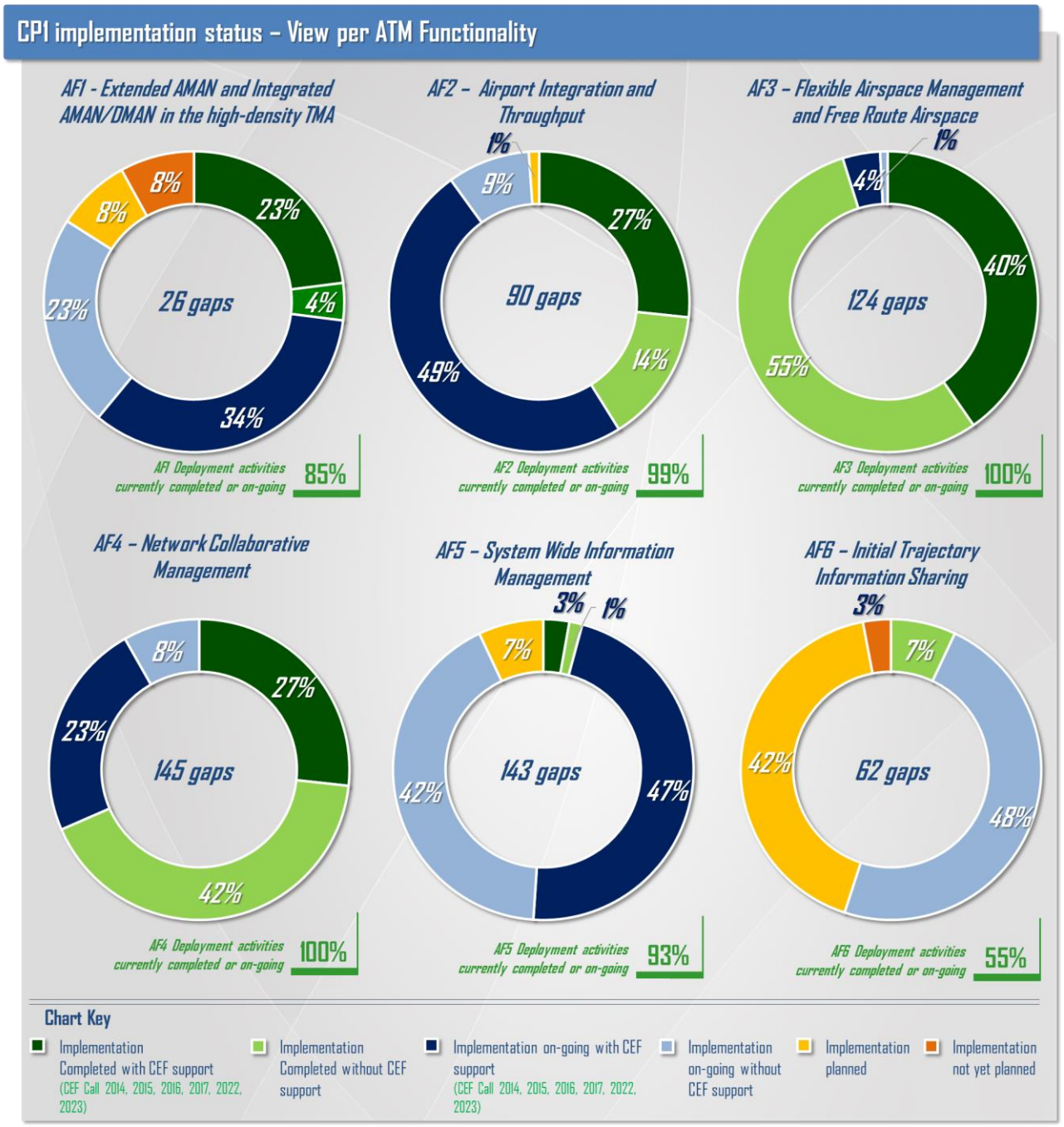


Figure 6 – CP1 Implementation Status: view per AF

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

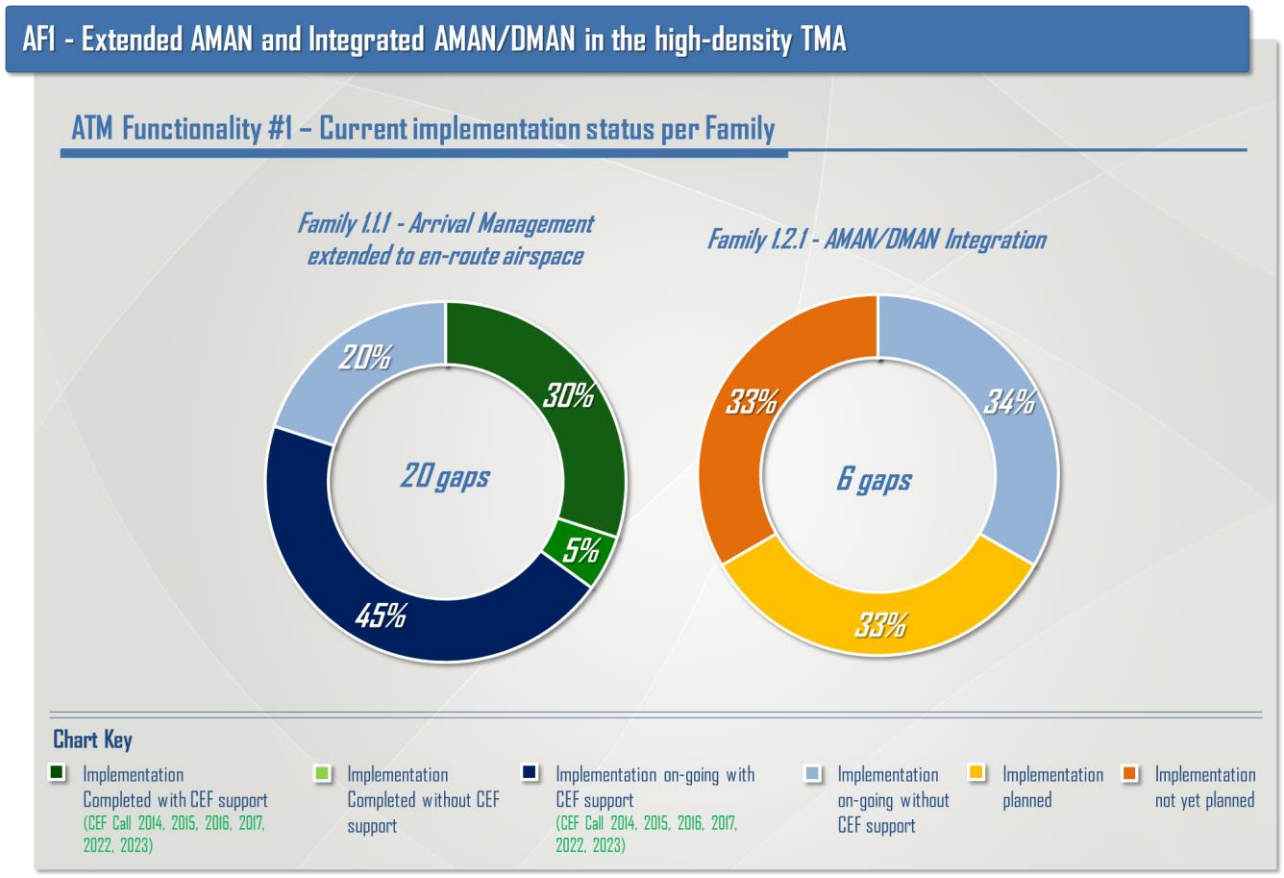


Figure 7 – AF1: current implementation status per Family

27% of the existing implementation gaps associated to AF1 have already been closed by local Stakeholders, all of them in Family 1.1.1. 58% of the ATM Functionality is 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 16% of the cases, entirely allocated in Family 1.2.1, with 4 out of these 6 gaps either planned or for which no specific plans have been defined by the relevant Stakeholders.

For Family 1.1.1 – *Arrival Management extended to en-route airspace*, close coordination with implementing Stakeholders was conducted in 2024 to assess their requests for non-applicability areas in the Extended AMAN implementation, following the process defined by SDM and agreed upon by Operational Stakeholders. This effort resulted in a list of recommended non-applicable areas, which has been included as Annex I to the SDP 2024.

This Family is implemented for 7 of the airports (Vienna Schwechat, Copenhagen Kastrup, Dublin airport, Paris Charles De Gaulle, Paris Orly, Rome Fiumicino, and Stockholm Arlanda) listed in the Regulation. Besides, the implementation of the required technical elements is ongoing for the remaining CP1 airports. As presented in Figure 8, the implementation of this Family was not entirely completed by the relevant ANSPs within the CP1 regulatory target date (31st December 2024) for 13 airports in scope, namely Adolfo Suárez Madrid-Barajas, Amsterdam Schiphol, Barcelona El Prat, Berlin Brandenburg, Brussels National, Düsseldorf Airport, Frankfurt am Main, Milan Malpensa, Munich Franz Josef Strauss, Nice Côte D'Azur, Oslo Gardermoen, Palma de Mallorca, and Zürich Kloten.

Even if only 35% of Family 1.1.1 has been fully completed by the CP1 target date, significant progress has already been made, with a substantial portion of the scope successfully addressed. Notably, 75% of the airports within CP1's scope (14 out of 20) now has at least one neighbouring ACC connected to the Extended AMAN as of the end of 2024. Furthermore, 75% of the required ACC and in-horizon airport connections

within the 180 NM horizon of CP1-mandated airports are either fully operational (53%) or actively progressing (22%).

The main delay factors affecting the timely Implementation of Family 1.1.1 are:

- different implementation methods (OLDI and SWIM) permitted in the CP1 Regulation. SDM tried to mitigate any potential interoperability issue. However, during the one-year transition period, from end 2024 to end 2025, a temporary constraint is being detected for the neighboring Countries using different methods, albeit both locally adherent with the CP1 Regulation and the SDP.
- lower prioritization of Extended AMAN implementation compared to major ATC systems upgrade led to financial investments put on hold.
- shortage of resources.
- strategic decisions to not deploy OLDI and instead opting for the SWIM implementation in 2025.
- complex system upgrades to cope with Extended AMAN requirements.

More in general, the specific character of this Family entails a synchronized and coordinated approach among the neighboring ACCs within the mandated 180 Nautical Miles horizon. As a consequence, any delay of the implementation at local level will affect the timely implementation in a neighboring country. With the support of the AF1 Coordination Platform, SDM is working to facilitate a harmonised and interoperable implementation with the objective to achieve the full interoperability.

Airport	Implementation date	ANSP
Zürich Kloten	Dec 2027	Ongoing without CEF
Amsterdam Schiphol	Dec 2026	Ongoing with CEF
Barcelona-El Prat	Dec 2025	Ongoing with CEF
Madrid-Barajas	Dec 2025	Ongoing with CEF
Milan Malpensa	Dec 2025	Ongoing without CEF
Nice Côte D'Azur	Dec 2025	Ongoing with CEF
Palma de Mallorca	Dec 2025	Ongoing with CEF
Berlin Brandenburg	*	Ongoing with CEF
Brussels National	*	Ongoing without CEF
Düsseldorf Airport	*	Ongoing with CEF
Frankfurt am Main	*	Ongoing with CEF
Munich Franz Josef Strauss	*	Ongoing with CEF
Oslo Gardermoen	*	Ongoing without CEF

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

Figure 8 – Issues on CP1 deadlines in Family 1.1.1

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.

Progress on Family 1.2.1 - *AMAN/DMAN Integration* has gained momentum: two implementations have already started in Paris Charles de Gaulle and Nice Côte ''Azur (ongoing without a date since part of their scope is not yet planned), while two others (Milan Malpensa and Oslo Gardermoen) have concrete plans, even if the implementation in Oslo Gardermoen is expected to be completed beyond the CP1 target date because the local AMAN/DMAN integration depends on the implementation of the new ATM system in Oslo

TMA. For the last two airports in scope (Berlin Brandenburg and Dusseldorf), no concrete plans have been defined yet, as shown in Figure 9.

This functionality applies only to airports that have single runway or dependent runways which may operate in mixed-mode or have departure runway linked with dependency to an arrival runway. Its implementation is achieved through the integration of both the AMAN extended horizon for the arrival traffic and to the optimised pre-departure sequence provided by DMAN.

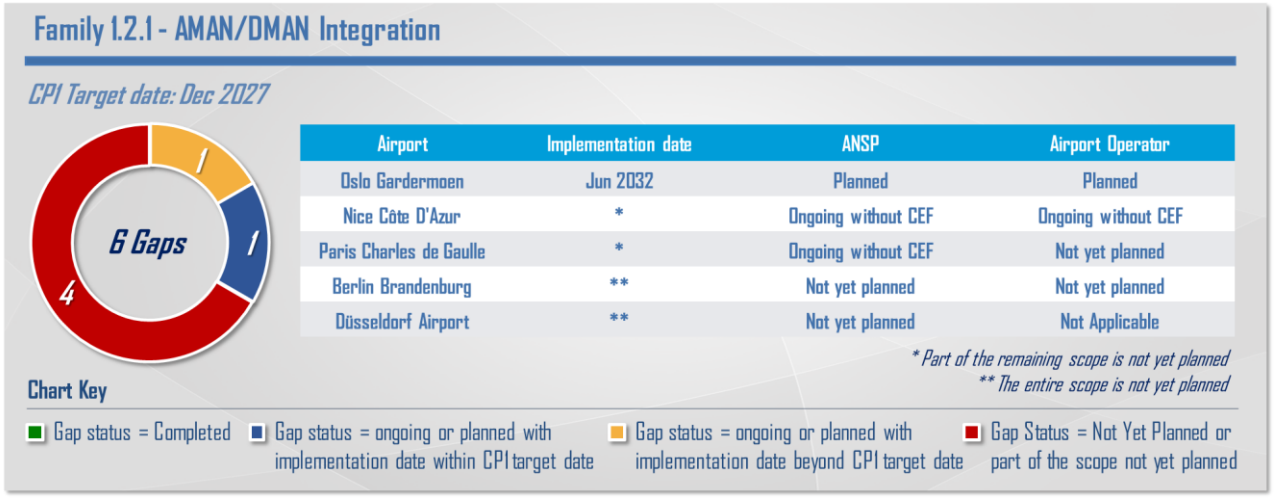


Figure 9 – Potential issues on CP1 deadlines in Family 1.2.1

AF2 - Airport Integration Throughput

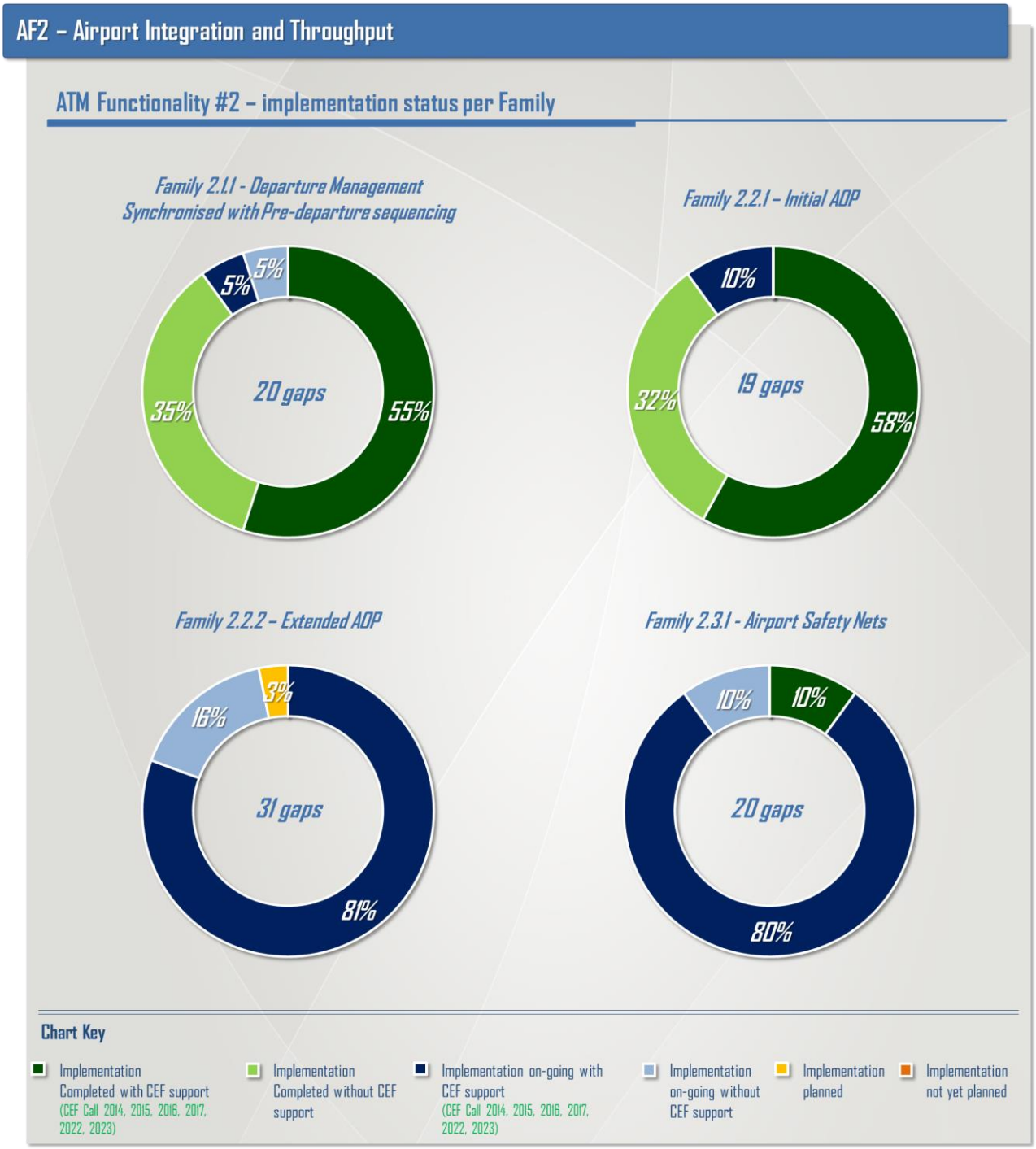


Figure 10 - AF2: current implementation status per Family

99% 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.

Family 2.1.1 - *Departure Management Synchronised with Pre-departure sequencing*, reached the CP1 regulatory target date on 31st December 2022. As of December 2024, this implementation is still ongoing in two airports, as shown in Figure 11.

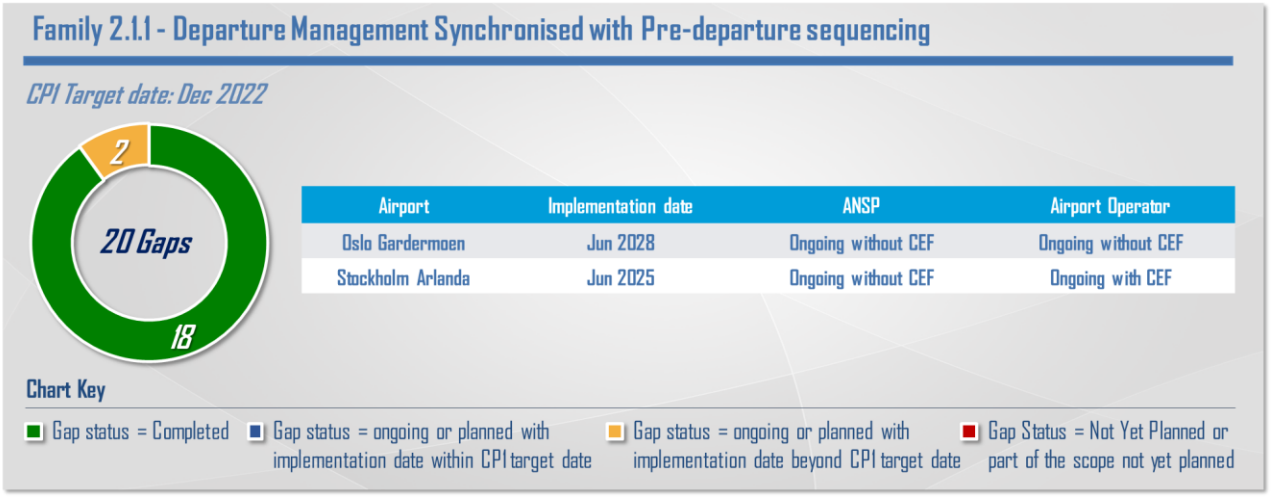


Figure 11 - Issues on CP1 deadlines in Family 2.1.1

For Oslo Gardermoen, the DMAN system is being implemented and validated by June 2028, whereas for Stockholm Arlanda, the local DST (Departure Sequencing tool) is being tested and expected to be validated by June 2025.

Regarding Family 2.2.1 - *Initial AOP*, with a regulatory deadline set at the end of 2023, the common and collaboratively agreed rolling plan used by all involved airport Stakeholders to provide common situational awareness and process optimisation, the implementation was completed for all airports in scope except Dublin airport for which the A-CDM validation is still ongoing and Stockholm Arlanda for which A-CDM system implementation is planned for 2025.

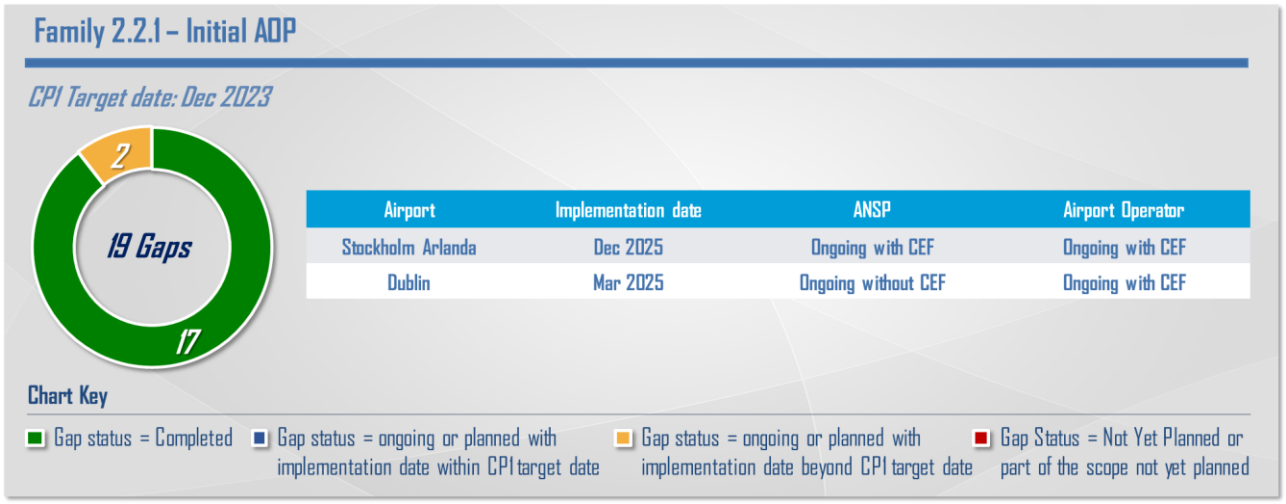


Figure 12 - Issues on CP1 deadlines in Family 2.2.1

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 4 airports (Copenhagen Kastrup, Amsterdam Schiphol, Lyon Saint-Exupéry and Stuttgart Airport) since part of the scope is not yet planned. Extended AOP increases the iAOP scope beyond the airside operating environment and addresses processes within the landside and terminal infrastructure that have a performance impact on airport operations, flight predictability and 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 and ongoing for all the remaining airports. However, the implementation date of 11 gaps has been reported beyond the CP1 target date and 2 ongoing implementations have part of the scope not yet planned, as depicted in Figure 13.

Airport	Implementation date	ANSP	Airport Operator
Munich Franz Josef Strauss	Dec 2030	Ongoing with CEF	Ongoing with CEF
Düsseldorf Airport	Dec 2030	Ongoing with CEF	Ongoing with CEF
Berlin Brandenburg	Dec 2030	Ongoing with CEF	Ongoing with CEF
Frankfurt am Main	Dec 2030	Ongoing with CEF	Ongoing with CEF
Zürich Kloten	Dec 2028	Ongoing without CEF	Ongoing without CEF
Amsterdam Schiphol	Dec 2027	Ongoing with CEF	Completed with CEF
Oslo Gardermoen	Jun 2027	Ongoing without CEF	Ongoing without CEF
Vienna Schwechat	Mar 2027	Ongoing with CEF	Ongoing without CEF
Barcelona-El Prat	Dec 2026	Ongoing with CEF	Not Applicable
Adolfo Suárez Madrid-Barajas	Dec 2026	Ongoing with CEF	Not Applicable
Palma de Mallorca	Dec 2026	Ongoing with CEF	Not Applicable
Nice Côte D'Azur	*	Ongoing with CEF	Completed without CEF
Paris Charles de Gaulle	*	Ongoing with CEF	Ongoing with CEF

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

Figure 13 - Potential issues on CP1 deadlines in Family 2.3.1

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

AF3 - Flexible Airspace Management and Free Route Airspace

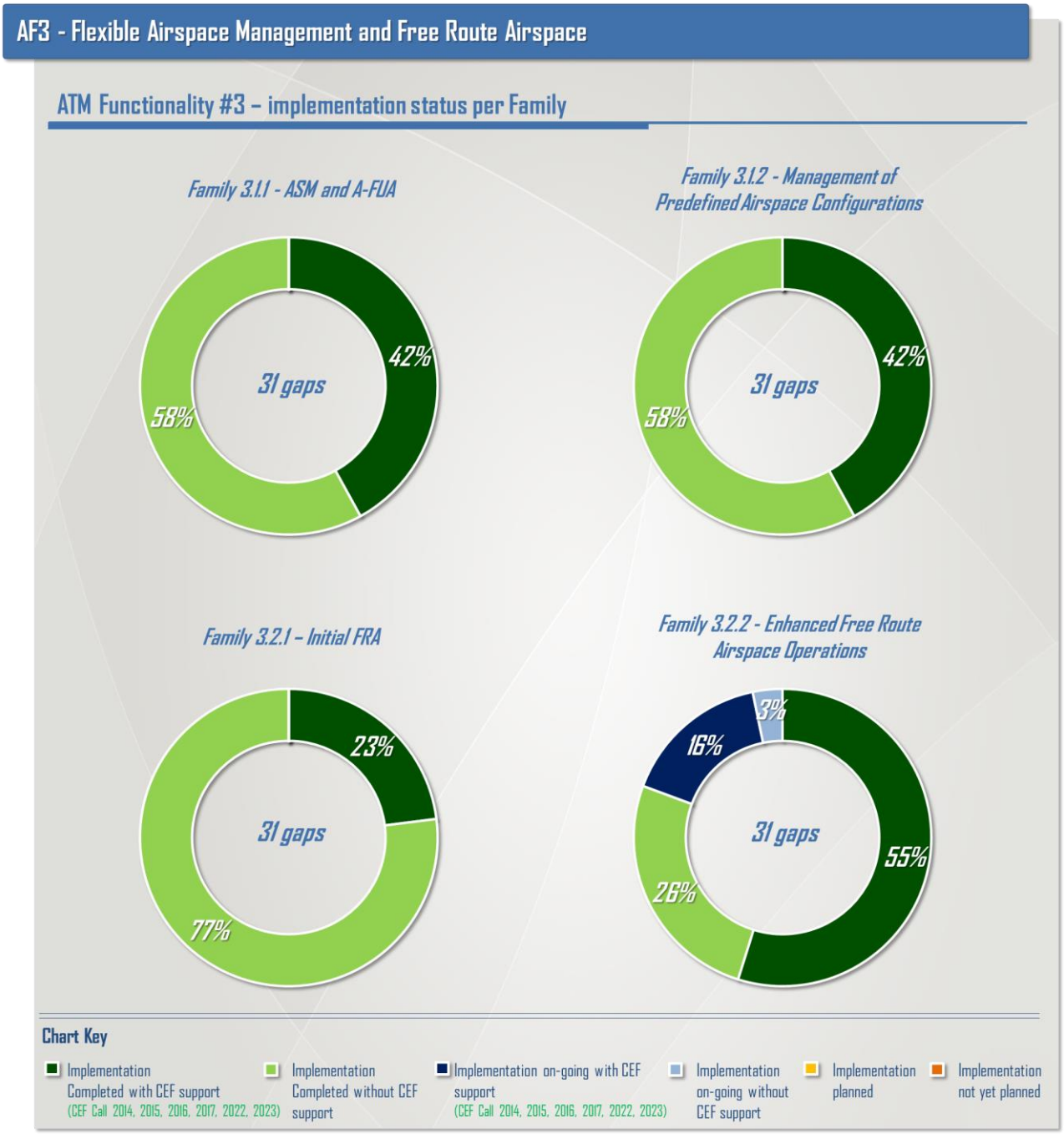


Figure 14 - AF3: current implementation status per Family

95% of the implementation gaps associated to AF3 have been completed by operational Stakeholders, 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 are already implemented in 23 out of 29 countries and by MUAC and Network Manager, 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. The enhanced FRA implementation in France, which is expected to be implemented above

FL195 (beyond the minimum requirements of FL305 set forth by CP1) is planned by March 2027, beyond the CP1 target date (31st December 2025). This is due to the dependency with the late deployment of 4-FLIGHT ATM system in Reims, Marseille and Paris ACCs.

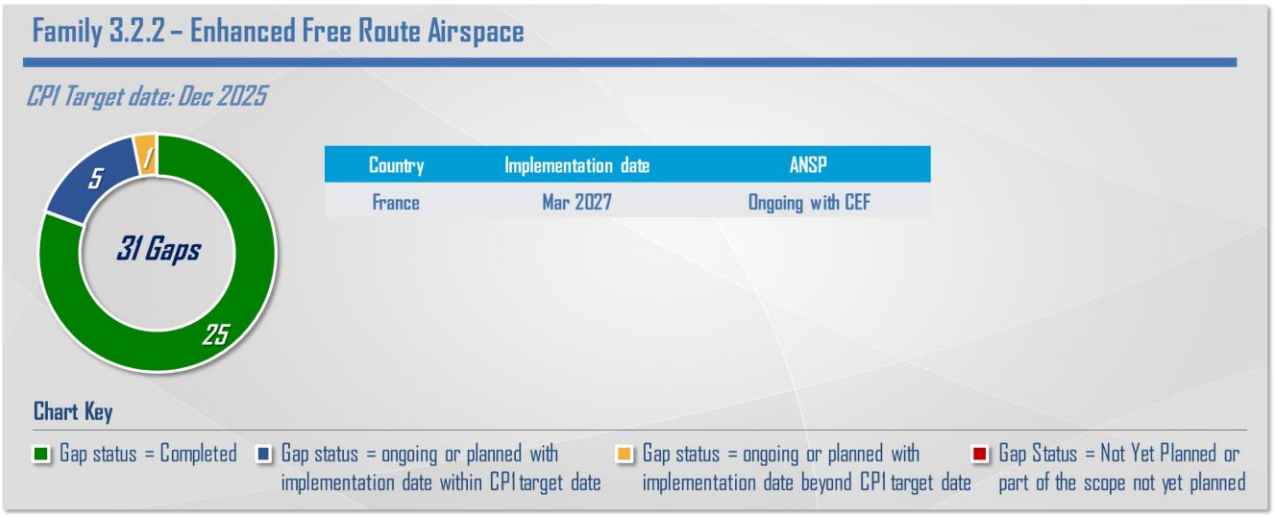


Figure 15 - Potential issues on CP1 deadlines in Family 3.2.2

AF4 - Network Collaborative Management

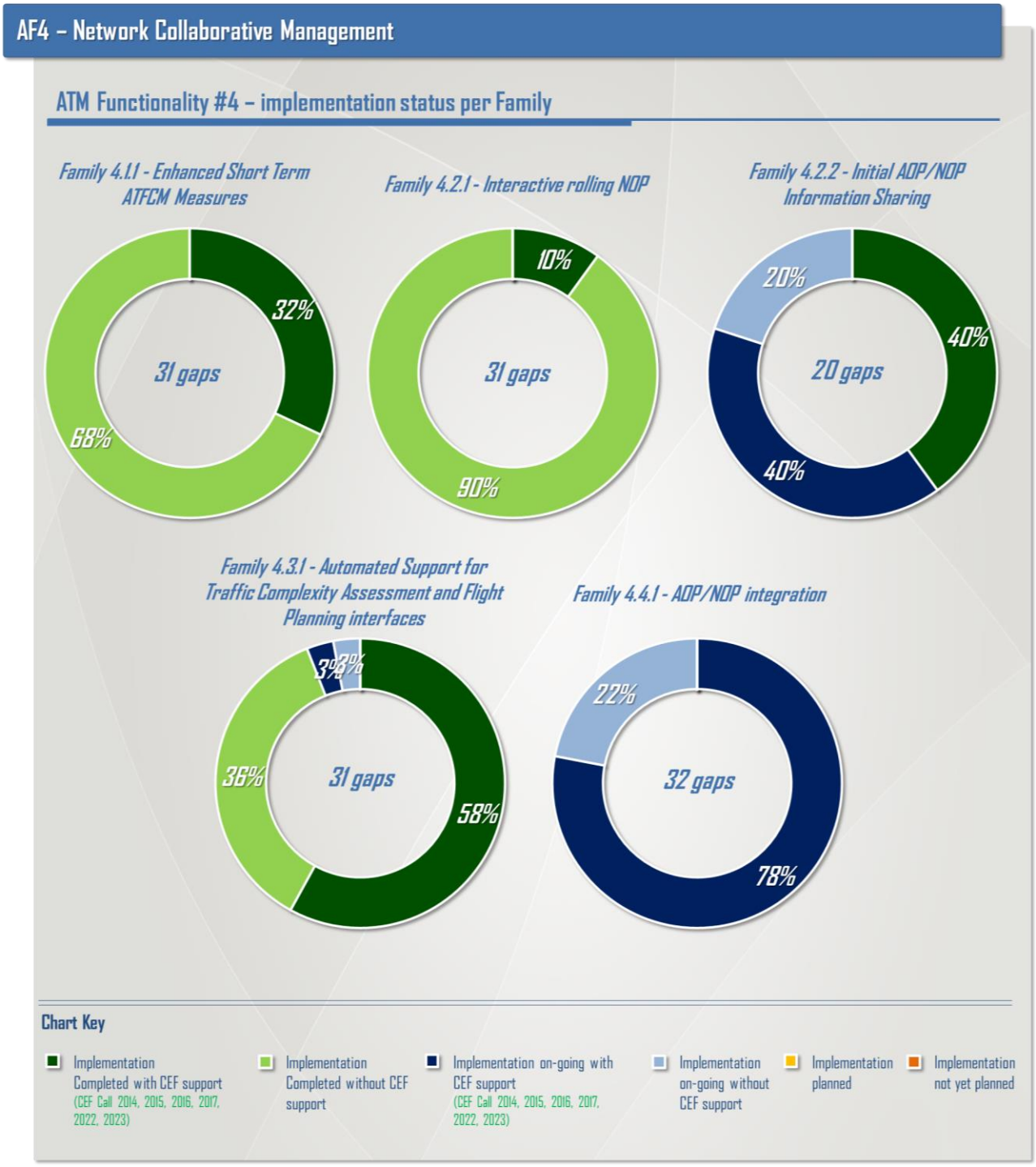


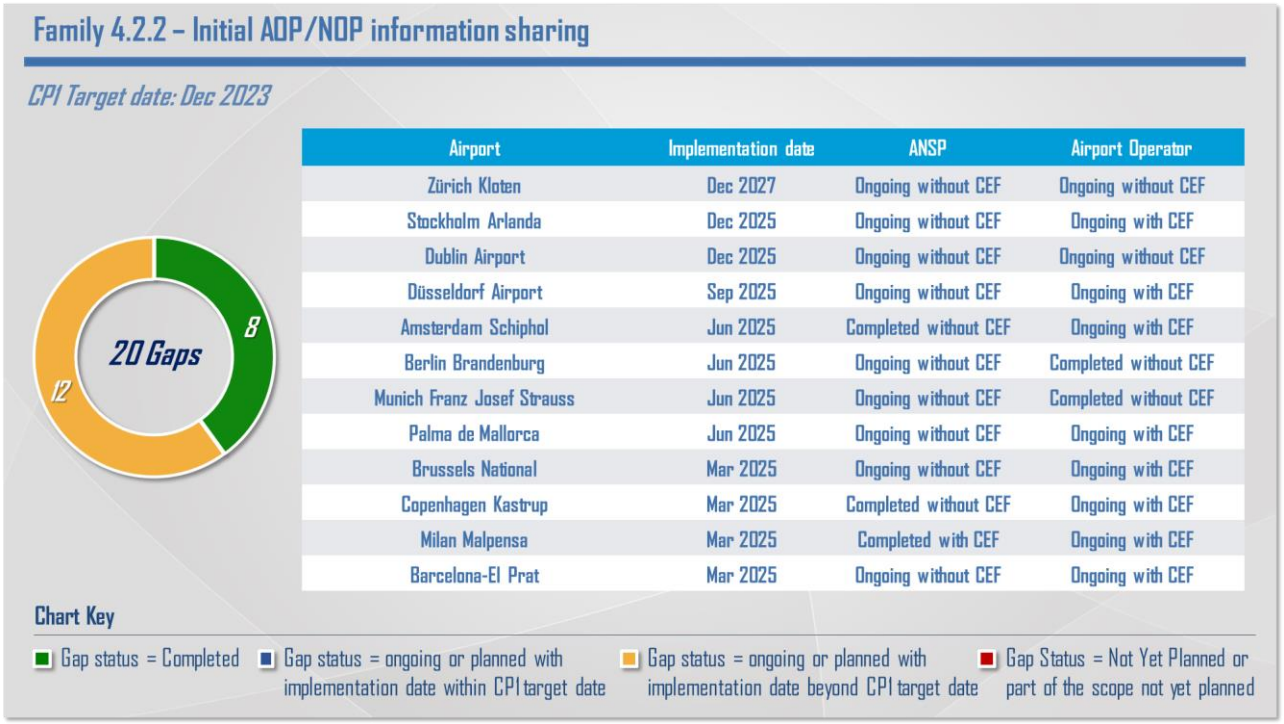
Figure 16 - AF4: current implementation status per Family

69% of AF4 gaps have been closed by the operational Stakeholders. The remaining scope (32%) of this ATM functionality is currently ongoing with a remarkable support provided by CEF funded initiatives (74% of the ongoing implementations).

Family 4.1.1 - *Enhanced Short Term ATFCM Measures* reached its CP1 regulatory target date on 31st December 2022. For 23 out of 30 countries and for MUAC, the implementation was completed by December 2022, whereas for the remaining 6 countries plus Network Manager, the implementation has been completed in the course of 2023, resulting in the completion of the entire Family.

The implementation of Family 4.2.1 - *Interactive Rolling NOP*, linked to the deployment of the NOP Portal by Network Manager, has been fully completed in all applicability areas by the CP1 target date (December 2023).

As of December 2024, the implementation of Family 4.2.2 - *Initial AOP/NOP Information Sharing*, focused on the integration of airports data exchange to enable the Initial AOP-NOP information sharing was reported completed for 7 airports (Frankfurt am Main, Madrid-Barajas, Nice Côte d'Azur, Paris Orly, Paris Charles de Gaulle, Rome Fiumicino, and Vienna Airport) and Network Manager, whereas it is still ongoing for the remaining 12 airports in scope.



Airport	Implementation date	ANSP	Airport Operator
Zürich Kloten	Dec 2027	Ongoing without CEF	Ongoing without CEF
Stockholm Arlanda	Dec 2025	Ongoing without CEF	Ongoing with CEF
Dublin Airport	Dec 2025	Ongoing without CEF	Ongoing without CEF
Düsseldorf Airport	Sep 2025	Ongoing without CEF	Ongoing with CEF
Amsterdam Schiphol	Jun 2025	Completed without CEF	Ongoing with CEF
Berlin Brandenburg	Jun 2025	Ongoing without CEF	Completed without CEF
Munich Franz Josef Strauss	Jun 2025	Ongoing without CEF	Completed without CEF
Palma de Mallorca	Jun 2025	Ongoing without CEF	Ongoing with CEF
Brussels National	Mar 2025	Ongoing without CEF	Ongoing with CEF
Copenhagen Kastrup	Mar 2025	Completed without CEF	Ongoing with CEF
Milan Malpensa	Mar 2025	Completed with CEF	Ongoing with CEF
Barcelona-El Prat	Mar 2025	Ongoing without CEF	Ongoing with CEF

Figure 17 - 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 validation.
Specifically, SDM, NM and CP1 mandated Airports together with ACI are jointly working to speed up an implementation roadmap, considering that the work between NM and each CP1 airport takes approximately 8 months and cannot be performed in parallel for all airports. SDM, NM and the impacted airports are in close and regular exchange to update the iAOP / NOP implementation roadmap, which is progressing according to the plan, with the objective to reach the highest possible completion rate of the Family scope implemented by 2025[11]. In fact, 6 airports were validated in 2024 and additional 11 airports are expected to be validated in the course of 2025.

Family 4.3.1 - *Automated Support for Traffic Complexity Assessment and Flight Planning interfaces* reached its CP1 regulatory target date on 31st December 2022. In the course of 2024, two additional countries carried out this implementation bringing the completed gaps to 27 out of 29 countries plus MUAC and Network Manager, whereas the implementation is still ongoing and will be completed beyond the CP1 target date for 2 countries (Norway and Hungary).

[11] *Copenhagen Kastrup and Milan Malpensa completed the iAOP/NOP integration at the end of March 2025.*

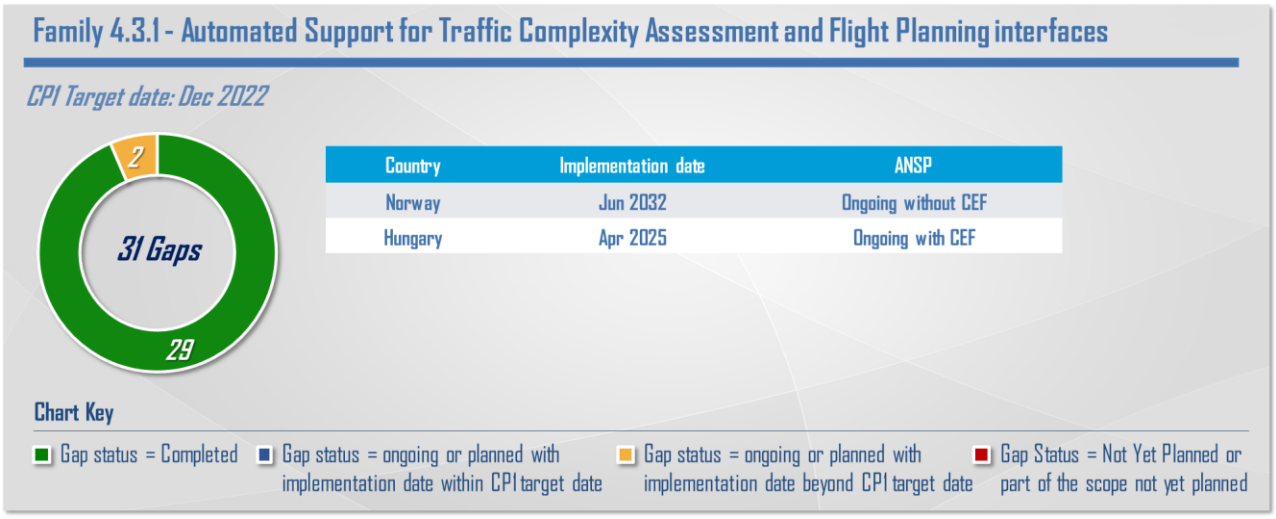


Figure 18 - issues on CP1 deadlines in Family 4.3.1

For Hungary, the local traffic complexity tool is in operations since 2024 but the automatic provision of AFP (ATC Flight Plan Proposal) messages is being validated by NM (April 2025), whereas for Norway, the automatic provision of AFP messages will be achieved with the deployment of new ATM system in 2032.

For 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). All the foreseen implementation activities are expected to be completed by the CP1 target date (31st December 2027).

AF5 - SWIM

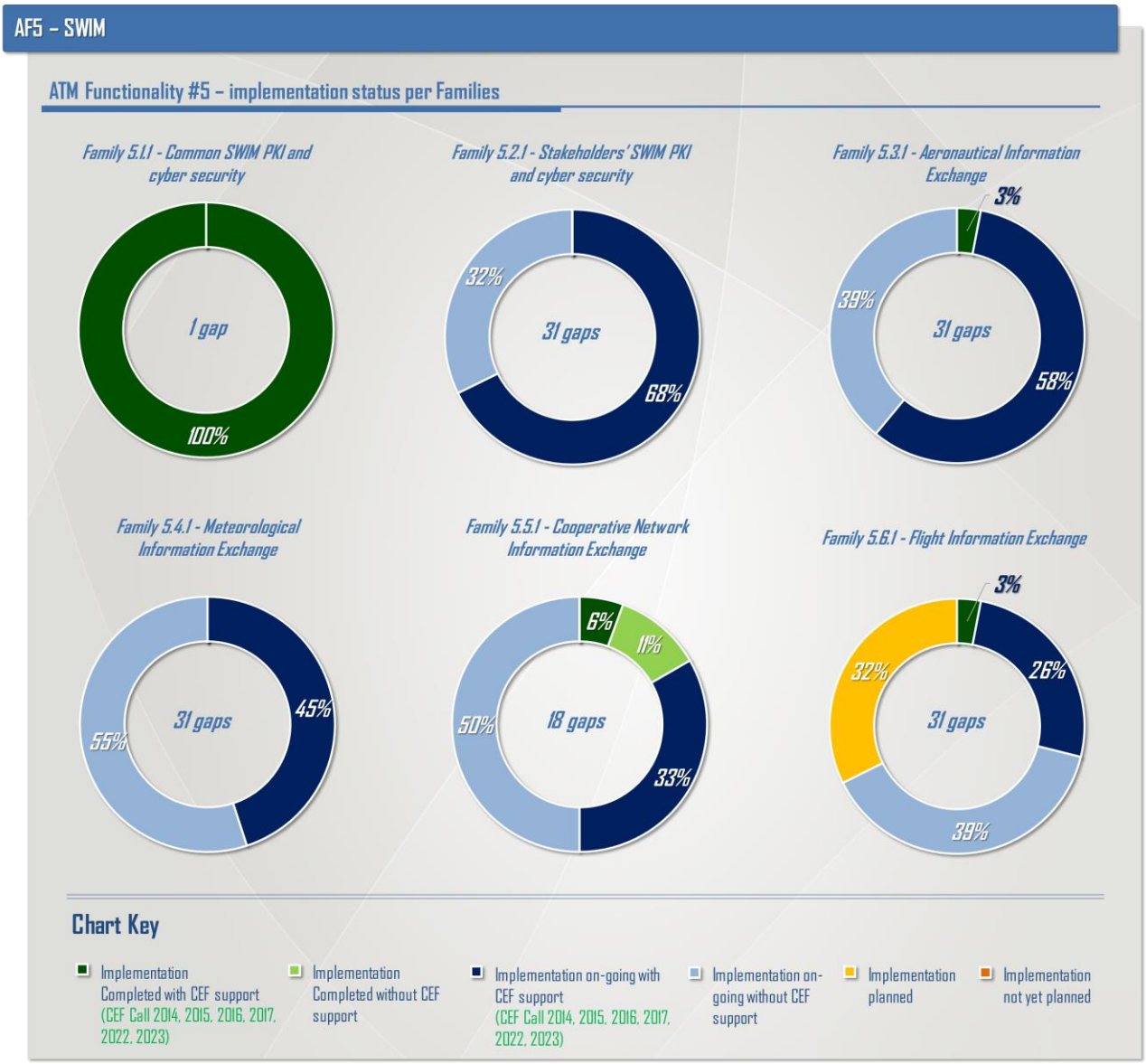


Figure 19 - AF5: current implementation status per Family

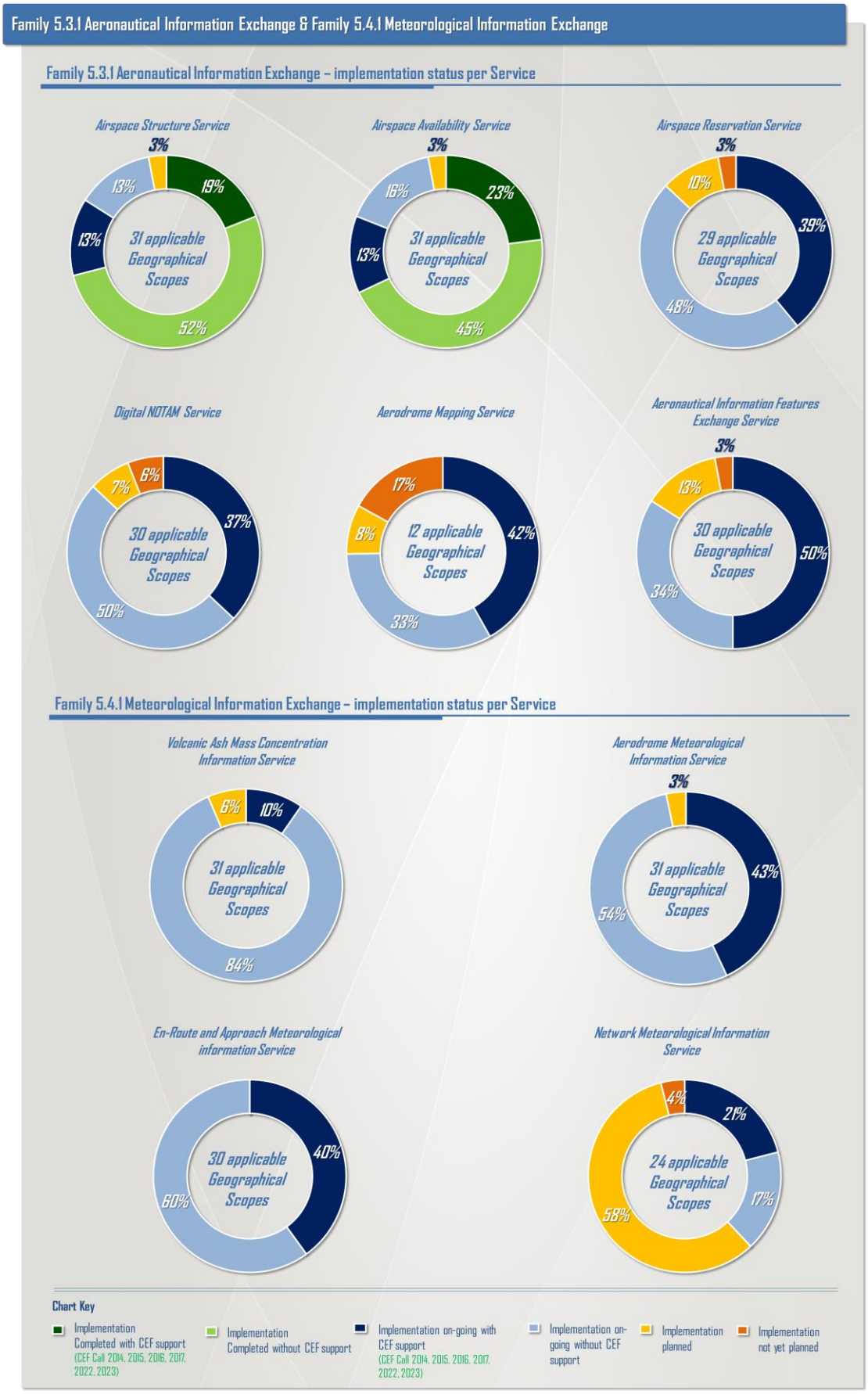


Figure 20 - Family 5.3.1 & Family 5.4.1: current implementation status per SWIM service

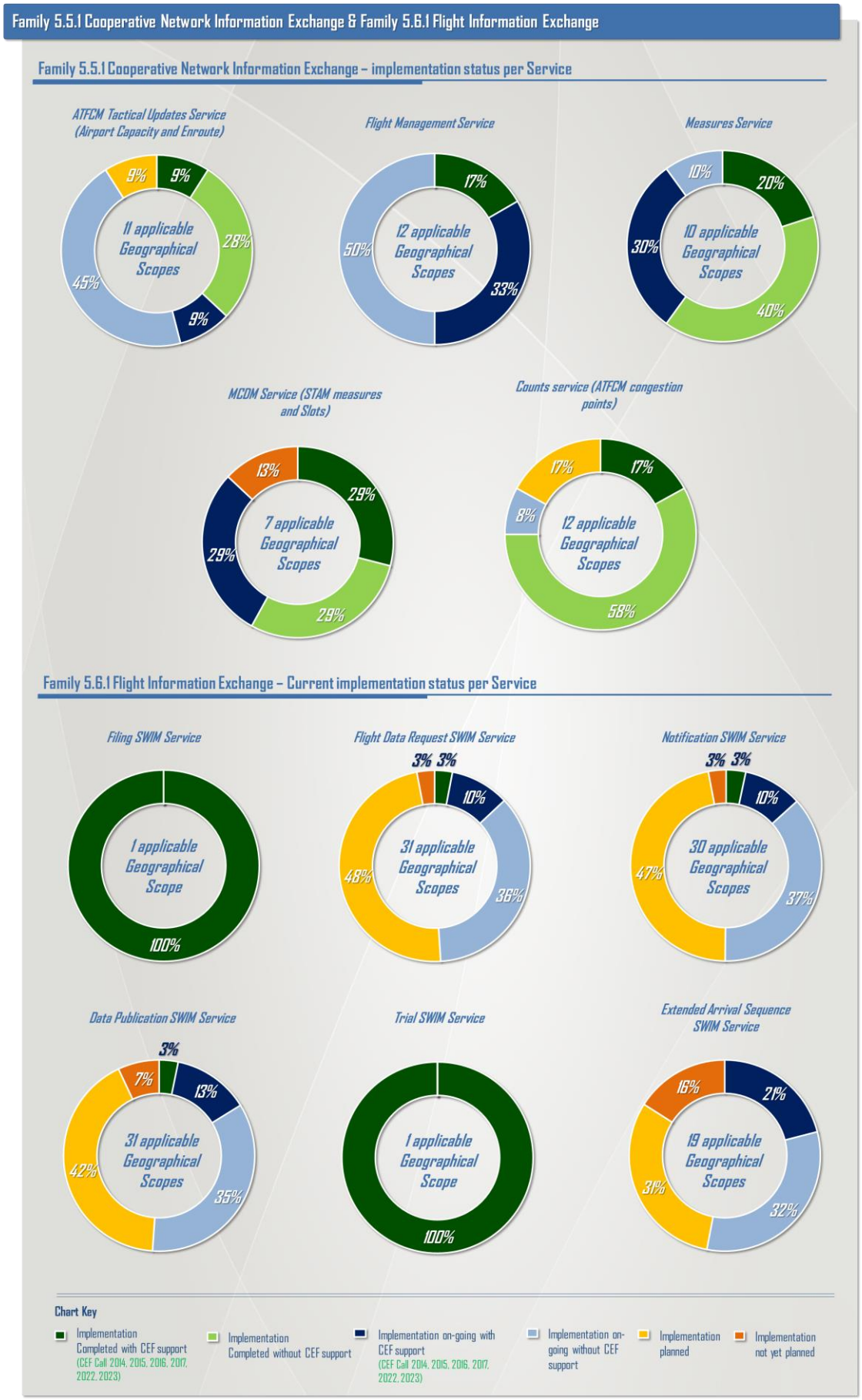


Figure 21–- Family 5.5.1 & Family 5.6.1: current implementation status per SWIM service

The overall implementation of the ATM Functionality 5 is progressing and only a limited part (7%) of its scope is still planned. Currently 93% of the AF5 gaps have been addressed by the operational Stakeholders either through their full closure (4%) or predominantly through deployment activities currently ongoing (89%).

Considering a total of 443 SWIM services to be implemented in the different geographical scopes, the following facts can be highlighted:

- 78 (18%) services have been completed (+5% compared to data as of December 2023)
- 283 (64%) services are ongoing (+14% compared to data as of December 2023)
- 67 (15%) services are planned (-13% compared to data as of December 2023)
- 15 (3%) services are not yet planned (-6% compared to data as of December 2023)

However, of the remaining 365 SWIM services still to be implemented — whether ongoing, planned, or not yet planned — 41% are expected to exceed the CP1 regulatory target date of 31st December 2025. Additionally, 10% have no scheduled date since the SWIM services are either entirely not yet planned or part of their scope is not defined yet.

As a result, on one hand, half of the remaining 365 SWIM services is expected to be timely operational by 2025, on the other hand the remaining half could not meet the CP1 target date. The distribution, grouped by SDP Family, of the SWIM services implementations, foreseen to be deployed beyond 2025, is provided in Figure 22.

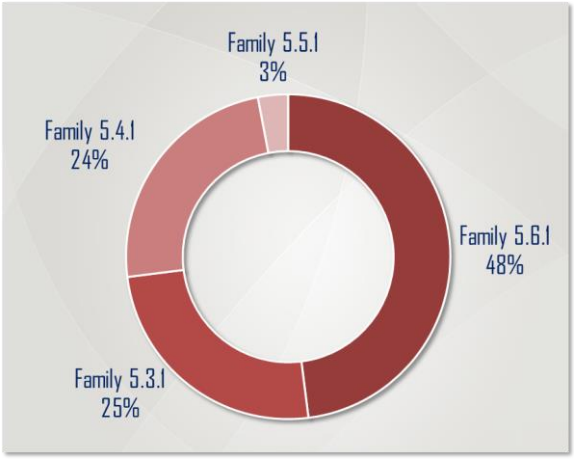
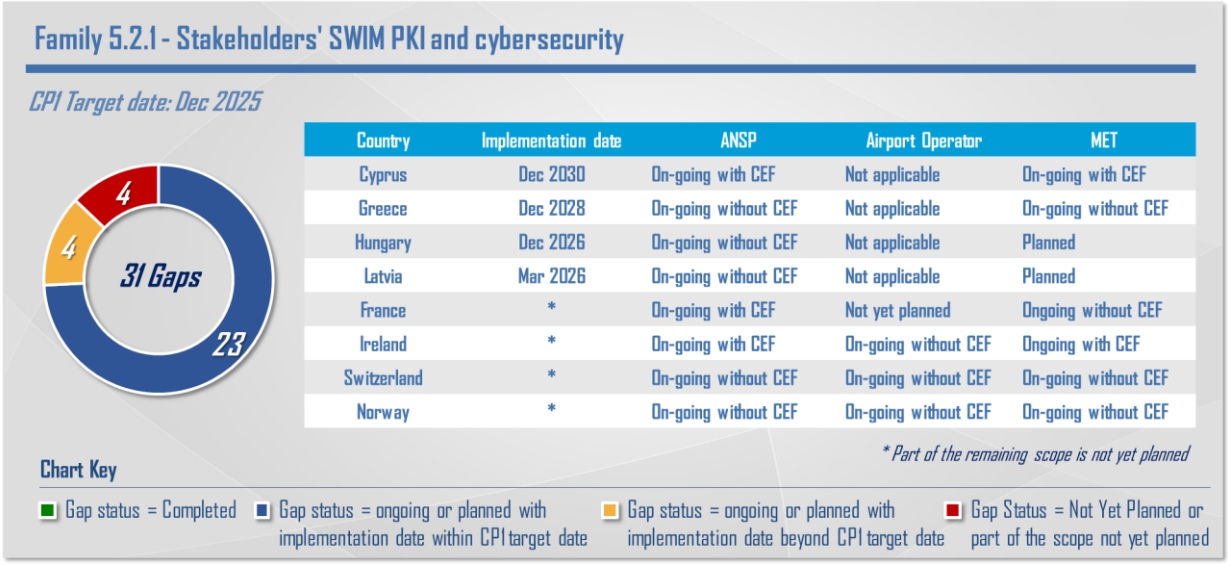


Figure 22 - Distribution per AF5 Family of the SWIM services expected to exceed CP1 target date

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, is currently ongoing for all the countries. The implementation in four countries (Cyprus, Greece, Hungary and Latvia) is currently expected to be completed beyond the CP1 regulatory deadline (31st December 2025), whereas for additional four countries (France[12], Ireland, Switzerland and Norway), the foreseen implementation date is not available since part of their scope is not yet planned, as shown in Figure 23.



Country	Implementation date	ANSP	Airport Operator	MET
Cyprus	Dec 2030	On-going with CEF	Not applicable	On-going with CEF
Greece	Dec 2028	On-going without CEF	Not applicable	On-going without CEF
Hungary	Dec 2026	On-going without CEF	Not applicable	Planned
Latvia	Mar 2026	On-going without CEF	Not applicable	Planned
France	*	On-going with CEF	Not yet planned	Ongoing without CEF
Ireland	*	On-going with CEF	On-going without CEF	Ongoing with CEF
Switzerland	*	On-going without CEF	On-going without CEF	On-going without CEF
Norway	*	On-going without CEF	On-going without CEF	On-going without CEF

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

Figure 23 - Potential issues on CP1 deadlines in Family 5.2.1

[12] Although part of the scope is not yet planned, France has confirmed that the impacted operational stakeholders are committed to implementing SDP Family 5.2.1 by the CP1 target date (31st December 2025)

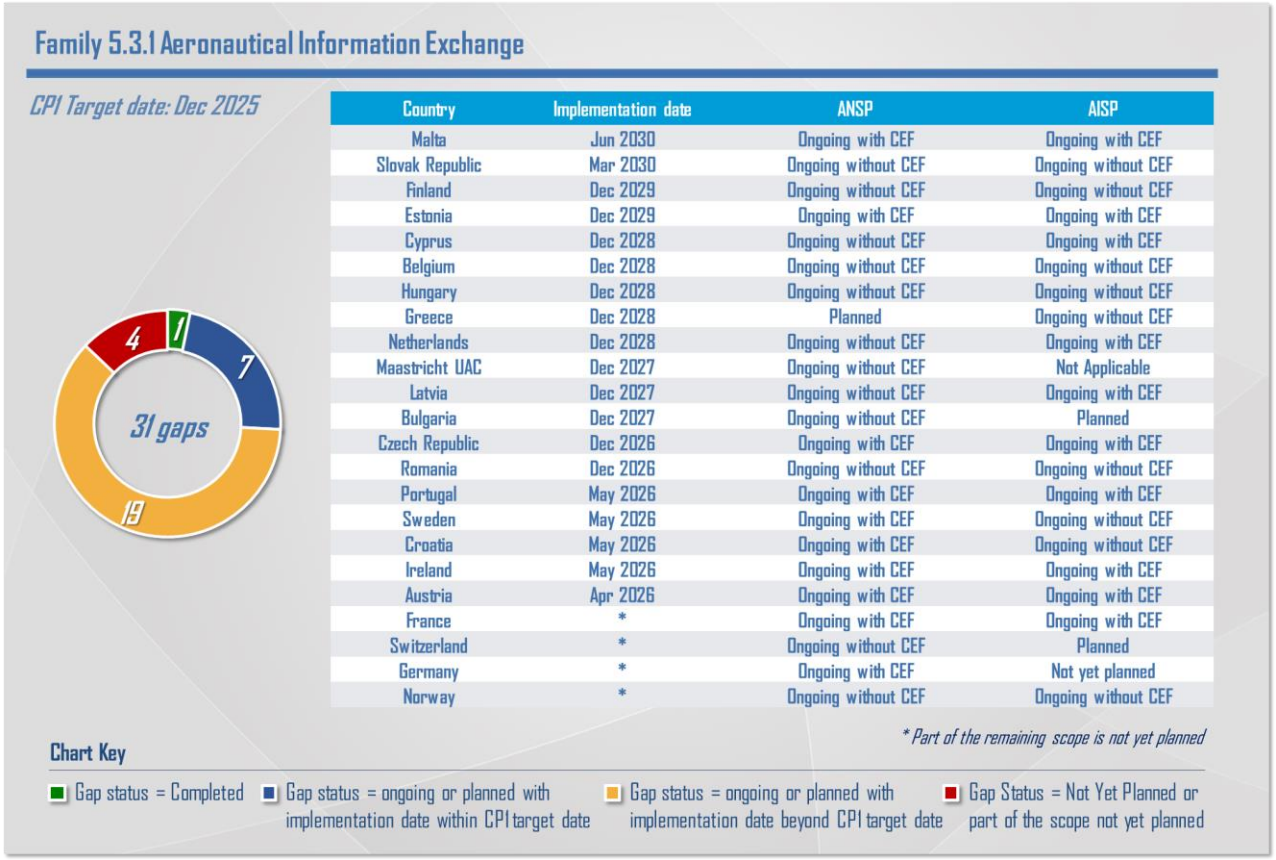
Local deployment has been ongoing for some time, and with the release of guidance material from the Implementation Project 2017_084_AF5 "SWIM Common PKI and policies & procedures for establishing a Trust framework" and the end user agreement from the European Aviation Common PKI (EACP) in SDP Family 5.1.1, the dependencies on the Common Public Key Infrastructure (PKI) are now clearly visible to all Stakeholders. For a very limited number of Stakeholders, who have not yet selected an implementation option, as outlined in the SESAR Deployment Plan (SDP), an urgent decision is required. The two primary implementation approaches differ significantly in terms of required effort and budget.

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.

For current service consumers, the transition to the EACP as the certificate provider is expected to have only a minor impact. The main adjustment involves changes to certificate validation procedures—for example, revocation list checks must now reference the EACP publication.

This Service Family is a key enabler for other Service Families (Family 5.3.1, Family 5.4.1, Family 5.5.1, and Family 5.6.1), as reliance on a trusted certification authority (EACP) is a cornerstone of the European aviation trust framework and a mandatory requirement for compliance with the System Wide Information Management (SWIM) TI Yellow Profile.

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. The number of gaps foreseen to be closed beyond the CP1 regulatory target date (31st December 2025) has increased to 19 (61% of the Family scope) and, for additional 4 gaps (13% of the Family scope), a foreseen implementation date cannot be reported since part of their scope is not yet planned, as shown in Figure 24.



Country	Implementation date	ANSP	AISP
Malta	Jun 2030	Ongoing with CEF	Ongoing with CEF
Slovak Republic	Mar 2030	Ongoing without CEF	Ongoing without CEF
Finland	Dec 2029	Ongoing without CEF	Ongoing without CEF
Estonia	Dec 2029	Ongoing with CEF	Ongoing with CEF
Cyprus	Dec 2028	Ongoing without CEF	Ongoing with CEF
Belgium	Dec 2028	Ongoing without CEF	Ongoing without CEF
Hungary	Dec 2028	Ongoing without CEF	Ongoing without CEF
Greece	Dec 2028	Planned	Ongoing without CEF
Netherlands	Dec 2028	Ongoing without CEF	Ongoing with CEF
Maastricht UAC	Dec 2027	Ongoing without CEF	Not Applicable
Latvia	Dec 2027	Ongoing without CEF	Ongoing with CEF
Bulgaria	Dec 2027	Ongoing without CEF	Planned
Czech Republic	Dec 2026	Ongoing with CEF	Ongoing with CEF
Romania	Dec 2026	Ongoing without CEF	Ongoing without CEF
Portugal	May 2026	Ongoing with CEF	Ongoing with CEF
Sweden	May 2026	Ongoing with CEF	Ongoing without CEF
Croatia	May 2026	Ongoing with CEF	Ongoing without CEF
Ireland	May 2026	Ongoing with CEF	Ongoing with CEF
Austria	Apr 2026	Ongoing with CEF	Ongoing with CEF
France	*	Ongoing with CEF	Ongoing with CEF
Switzerland	*	Ongoing without CEF	Planned
Germany	*	Ongoing with CEF	Not yet planned
Norway	*	Ongoing without CEF	Ongoing without CEF

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

Figure 24 - Potential issues on CP1 deadlines in Family 5.3.1

For the timely provision of Aeronautical Information Management (AIM) SWIM services, there are some potential integration challenges between eEAD and the relevant AISPs systems. To address and mitigate any issue, SDM launched a dedicated supporting initiative regarding AIM SWIM services deployment. First meeting was performed on 27th May 2025 to address the topics with the impacted operational Stakeholders.

The registered delays are mainly due to the late implementation of the Airspace Reservation service (ARES) whose deployment is linked to the upgrade of the local ATC systems to ensure the automatic exchanges with local ASM systems.

The implementation of Family 5.4.1 - *Meteorological Information Exchange*, is showing criticalities since the implementation date for 10 countries has been reported beyond the CP1 regulatory target date (31st December 2025). Moreover, for 7 countries a foreseen implementation date cannot be reported since part of their scope is not yet planned, as shown in Figure 25.

Delays affecting Family 5.4.1 are mainly driven by the En-Route and Approach Meteorological information service. The necessary upgrade to the FDP, a core component of each ATM system, which must have the capacity to use MET information like gridded upper wind information (trajectory or flight profile calculations) and/or local pressure measurements (QNH) represents the main delay factor. From the MET Service Provider perspective, there are fewer criticalities, and most will have their services implemented and available on the SWIM registry by 31st December 2025.

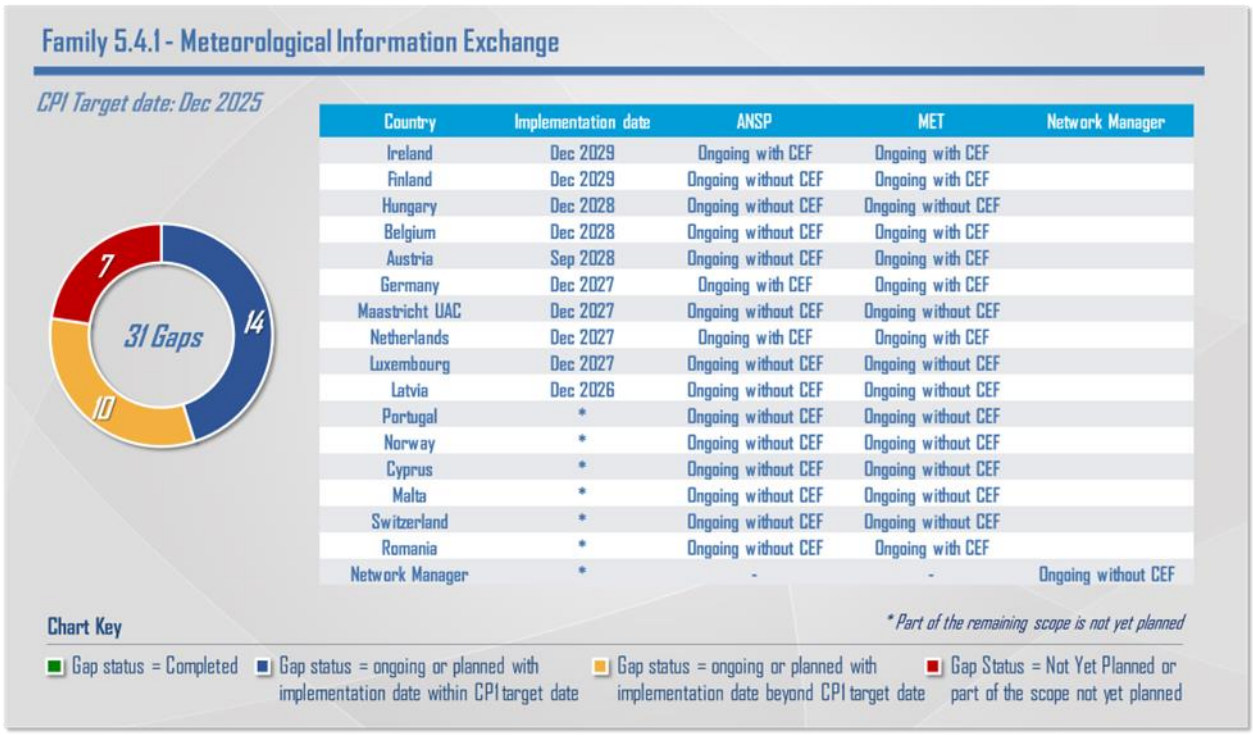
Moreover, specific use cases are being developed between the different communities of Stakeholders (MET Providers, Pilots, CFSPs, Flight Dispatch, ANSPs) for the four SWIM MET information services in scope of Family 5.4.1. The aim is to get a better common understanding of how the current legacy datasets are used. SDM also developed a dedicated MET SWIM survey to get a deeper knowledge of the technical implementation planned by the Stakeholders. This survey could also be used by Stakeholders as a checklist to evaluate their internal plans. Based on this information, SDM is providing tailored support to the operational Stakeholders.

In the course of 2024, work has also been ongoing within the MET SWIM Services Sub-Group (MET3SG), which was established by Eurocontrol, together with the SDM, with the goal to collaboratively develop guidelines for the implementation of MET SWIM services. Various tasks were identified and addressed by dedicated Task Teams focused on:

- Implementation Roadmap
- Number of Service Instances
- Service Architecture
- Use Cases
- Common Broker

Specifically, the Task Team on Service Architecture finalised the SWIM Service Definitions for the CP1 IWXXM MET SWIM Services (METAR/SPECI, TAF, SIGMET), enabling service providers to begin adding their corresponding service descriptions to the SWIM registry, based on these published definitions. Based on the dates, provided by the MET Service Providers, it is anticipated that most of these services will be added to the SWIM registry over the course of 2025.

Finally, to support the implementation of the Network Meteorological Information Service, a multistakeholder initiative, the CBCF (Cross Border Convection Forecast) project, was started. The project is led by EUMETNET and contributed by 20 METPs using the EuFoCS (European Forecast Collaboration System). The provision of the information became operational in 2024 and it is expected that Network Manager will have the technical capability to consume the information within the CP1 target date in 2025.



Country	Implementation date	ANSP	MET	Network Manager
Ireland	Dec 2029	Ongoing with CEF	Ongoing with CEF	
Finland	Dec 2029	Ongoing without CEF	Ongoing with CEF	
Hungary	Dec 2028	Ongoing without CEF	Ongoing without CEF	
Belgium	Dec 2028	Ongoing without CEF	Ongoing with CEF	
Austria	Sep 2028	Ongoing without CEF	Ongoing with CEF	
Germany	Dec 2027	Ongoing with CEF	Ongoing with CEF	
Maastricht UAC	Dec 2027	Ongoing without CEF	Ongoing without CEF	
Netherlands	Dec 2027	Ongoing with CEF	Ongoing with CEF	
Luxembourg	Dec 2027	Ongoing without CEF	Ongoing without CEF	
Latvia	Dec 2026	Ongoing without CEF	Ongoing without CEF	
Portugal	*	Ongoing without CEF	Ongoing without CEF	
Norway	*	Ongoing without CEF	Ongoing without CEF	
Cyprus	*	Ongoing without CEF	Ongoing without CEF	
Malta	*	Ongoing without CEF	Ongoing without CEF	
Switzerland	*	Ongoing without CEF	Ongoing without CEF	
Romania	*	Ongoing without CEF	Ongoing with CEF	
Network Manager	*	-	-	Ongoing without CEF

Figure 25 - Potential issues on CP1 deadlines in Family 5.4.1

The implementation of Family 5.5.1 - *Cooperative Network Information Exchange* has been completed for 3 gaps and is currently ongoing for 15 gaps. 2 gaps (Czech Republic and Ireland) have been reported beyond the CP1 target date (31st December 2025), whereas for Switzerland, the final foreseen implementation date cannot be reported since part of scope is not yet planned, as shown in Figure 26.

The Family 5.5.1 SWIM services provision implementation can be considered well closed thanks to the implementation of the NM B2B services. Nevertheless, a considerable number of SWIM service consumers (ANSP, AO, AU) are relying on the B2C connection through NM systems. Operational Stakeholders may declare the requirements related to Family 5.5.1 (except for Flight Management Service) 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.

Regarding the Flight Management Service, SDM and NM, in collaboration with ACI, have launched a campaign to gather the implementation activities' planning from the Stakeholders and their readiness to carry out the B2B data exchange validation with Network Manager by 2025.

Family 5.5.1 has been reported not applicable for 13 countries (Croatia, Cyprus, Estonia, Finland, Greece, Hungary, Latvia, Lithuania, Malta, Norway, Portugal, 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.

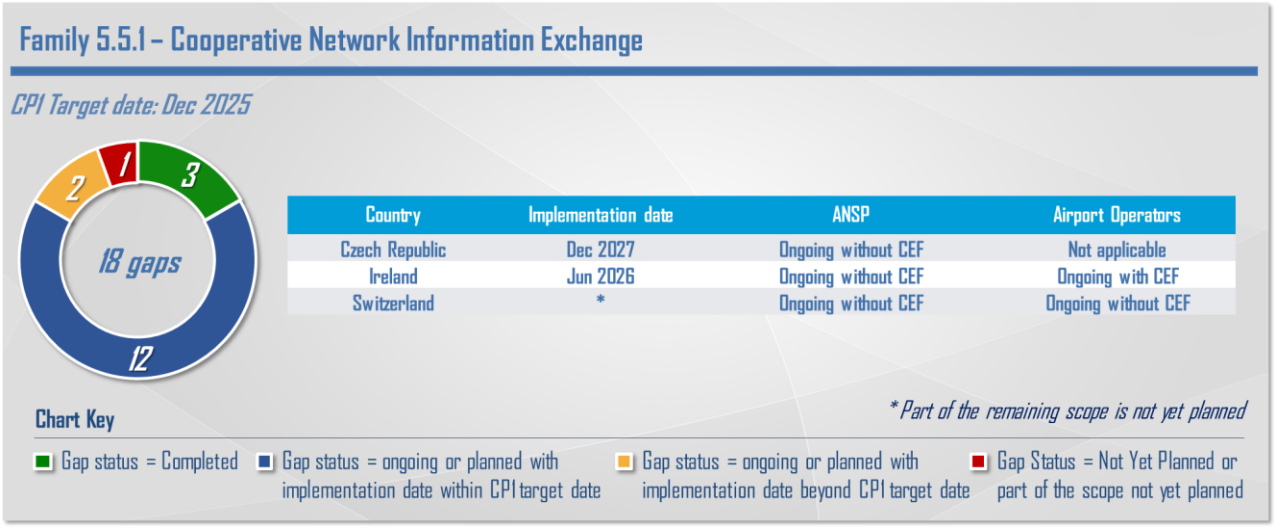
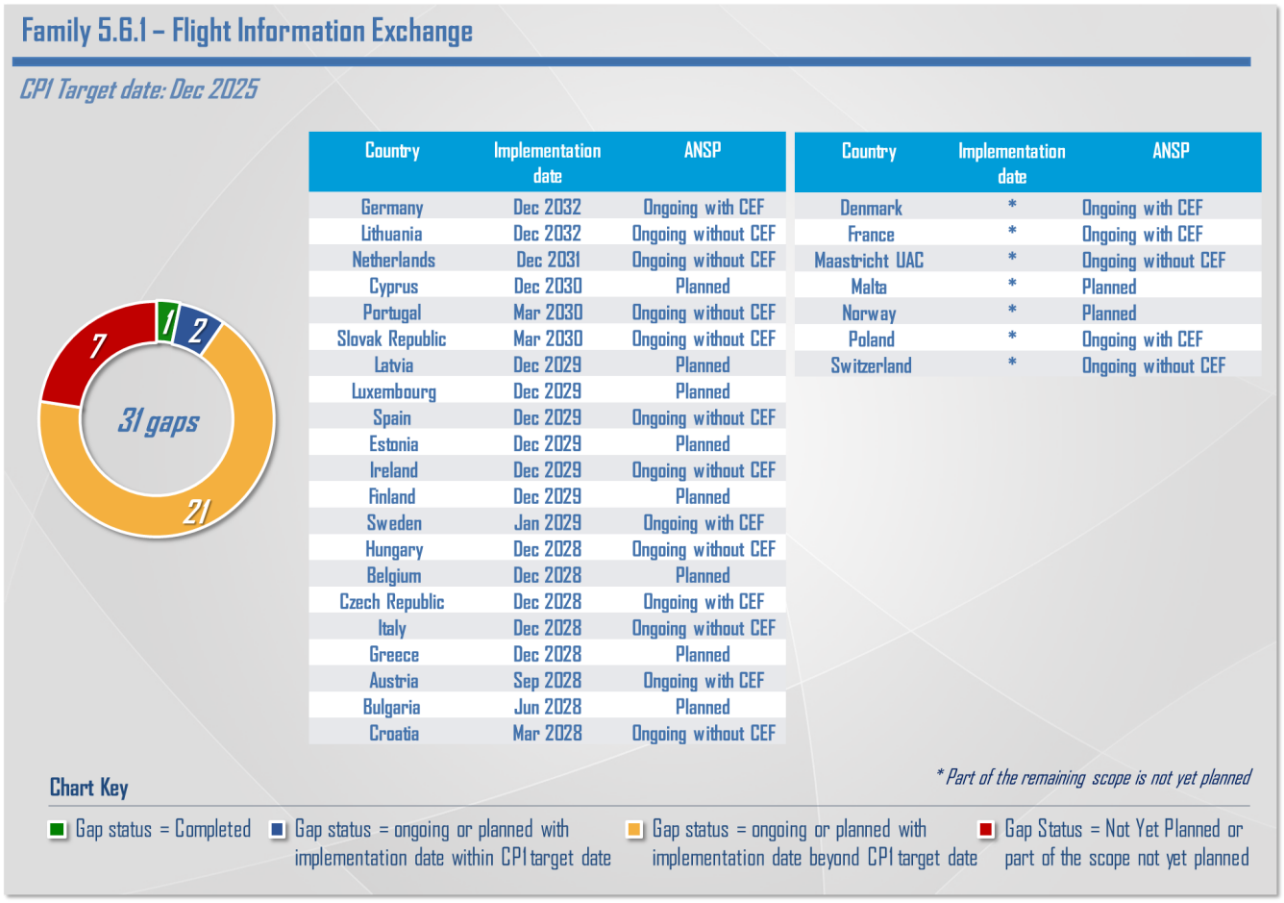


Figure 26 - Potential issues on CP1 deadlines in Family 5.5.1

The implementation of Family 5.6.1 - *Flight Information Exchange* (including the three FF-ICE SWIM services and the Extended Arrival Sequence SWIM service) is proceeding at a slower pace, mainly due to the complexities linked to the transition from ICAO FPL2012 to FF-ICE flight plan (eFPL) and impacts on the ATC systems. The overall consumption of the FF-ICE/R1 services is currently very limited as described and updated in the FF-ICE/R1 roadmap. To mitigate the low progress, SDM together with NM, launched an FF-ICE deployment supporting initiative to push forward this deployment and to make a realistic implementation plan. Currently, the implementation date for 21 countries has been reported beyond the CP1 regulatory target date (31st December 2025) and a foreseen implementation date cannot be shown for additional 6 countries and MUAC since, despite the implementation is either ongoing or planned, part of their scope is not yet planned.

Furthermore, regarding Family 5.6.1 Extended Arrival Sequence SWIM Service, SDM jointly with impacted Stakeholders is preparing a Change 1 to ED-254, which will express a preference for one of the technical implementations, but it will not exclude the other implementation options. EUROCAE re-activated WG-104 with a task to prepare Change 1 to ED-254 and a kick-off meeting was held in December 2024. EUROCAE WG-104's aim is to consult the Change 1 to ED-254 in Q3/2025 and publish it in Q4/2025.



Country	Implementation date	ANSP
Germany	Dec 2032	Ongoing with CEF
Lithuania	Dec 2032	Ongoing without CEF
Netherlands	Dec 2031	Ongoing without CEF
Cyprus	Dec 2030	Planned
Portugal	Mar 2030	Ongoing without CEF
Slovak Republic	Mar 2030	Ongoing without CEF
Latvia	Dec 2029	Planned
Luxembourg	Dec 2029	Planned
Spain	Dec 2029	Ongoing without CEF
Estonia	Dec 2029	Planned
Ireland	Dec 2029	Ongoing without CEF
Finland	Dec 2029	Planned
Sweden	Jan 2029	Ongoing with CEF
Hungary	Dec 2028	Ongoing without CEF
Belgium	Dec 2028	Planned
Czech Republic	Dec 2028	Ongoing with CEF
Italy	Dec 2028	Ongoing without CEF
Greece	Dec 2028	Planned
Austria	Sep 2028	Ongoing with CEF
Bulgaria	Jun 2028	Planned
Croatia	Mar 2028	Ongoing without CEF

Country	Implementation date	ANSP
Denmark	*	Ongoing with CEF
France	*	Ongoing with CEF
Maastricht UAC	*	Ongoing without CEF
Malta	*	Planned
Norway	*	Planned
Poland	*	Ongoing with CEF
Switzerland	*	Ongoing without CEF

Figure 27 - Potential issues on CP1 deadlines in Family 5.6.1

The FF-ICE/R1 Questionnaire used during the previous Monitoring Exercise has been replaced by the LSSIP+ tool which has been enhanced to embed FF-ICE/R1 requirements as deployment milestones' checkpoints and the relevant systems affected by the FF-ICE/R1 implementation in combination with the national ACCs and Towers.

Thanks to the granularity of the data gathering, the detailed Stakeholders' contributions have allowed to build the overall roadmap towards full deployment of the FF-ICE/R1 throughout European 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, the implementation of FF-ICE/R1 in Europe will be substantially delayed beyond the CP1 regulatory deadline (31st December 2025). The full implementation is expected by 2032. FF-ICE/R1 implementation entails an essential transformational step forward for the ground systems supporting trajectory-based operations.

Three ANSPs (Czech Republic, Romania, Slovenia) are planning to complete their implementation by the end of the year –through updating their current ATM/FDP system- in coherence with their planning of last year. The majority of the remaining ANSPs chose to implement FF-ICE/R1s capabilities as part of their investments towards new ATC/FDP Systems and new generation Flight Data Processing (FDP) capabilities, and not as update to their existing systems. This entails that FF-ICE/R1 implementation delays are mostly linked to ANSPs' business decisions, driven by rationalised investments and achievable plannings.

SDM and NM continue supporting the operational Stakeholders, facilitating the engagement of the ATM systems' manufacturers to frame the technical solutions. 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. Additional mitigations were already being undertaken, particularly by the Network Manager which established a "converter" of FF-ICE-compliant flight plans into ICAO FPL2012 format until 2034 (ICAO sunset date), to ensure that all ground systems would be able to process the required data avoiding any potential operational disruption. Furthermore, translation arrangements were established, in accordance with NM's FF-ICE mix-mode of operations document.

Figure 28 shows the dates reported by the mandated Stakeholders for the FF-ICE/R1 Full Operational Capability (FOC) at ACC level. The FF-ICE/R1 Roadmap report was consulted with the operational Stakeholders and its final release is scheduled for 17th April 2025.

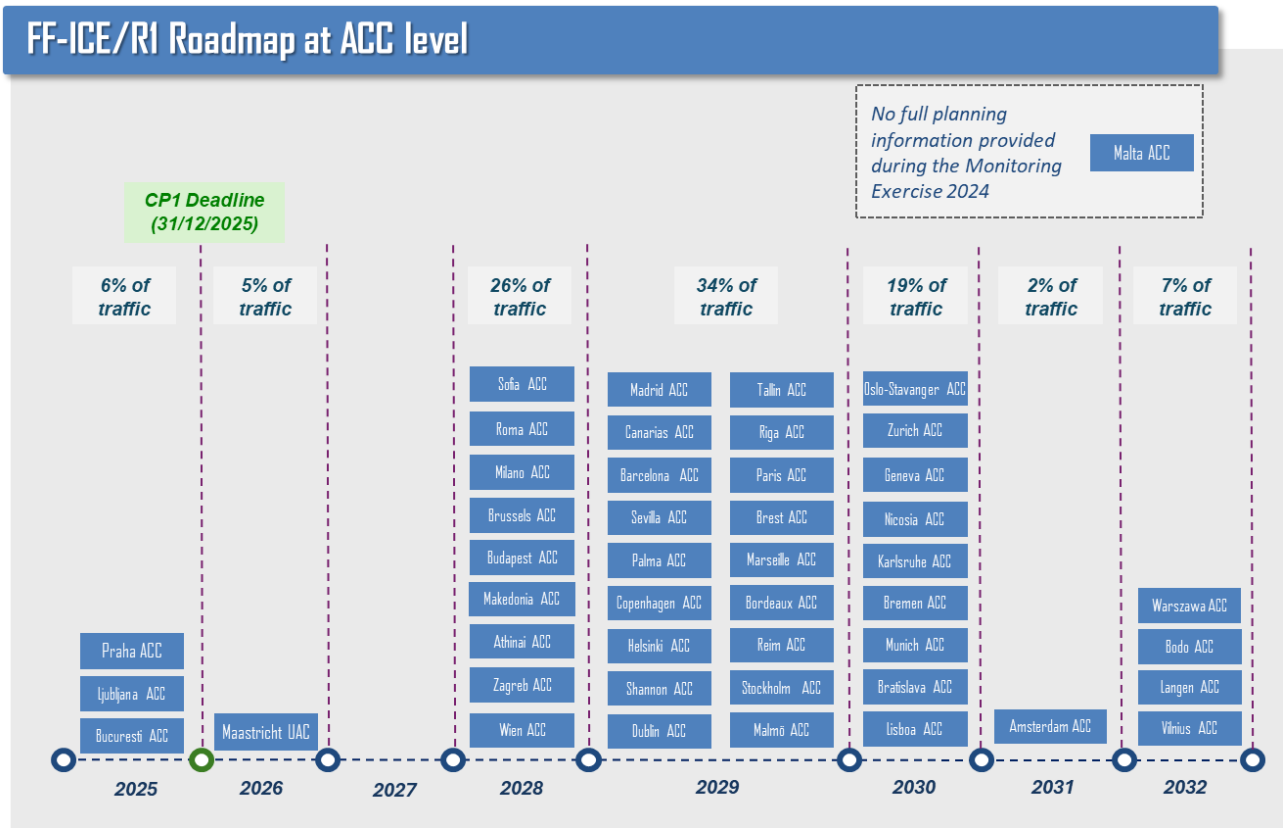


Figure 28 – FF-ICE SWIM services implementation roadmap per ACC

AF6 - Initial Trajectory Information Sharing

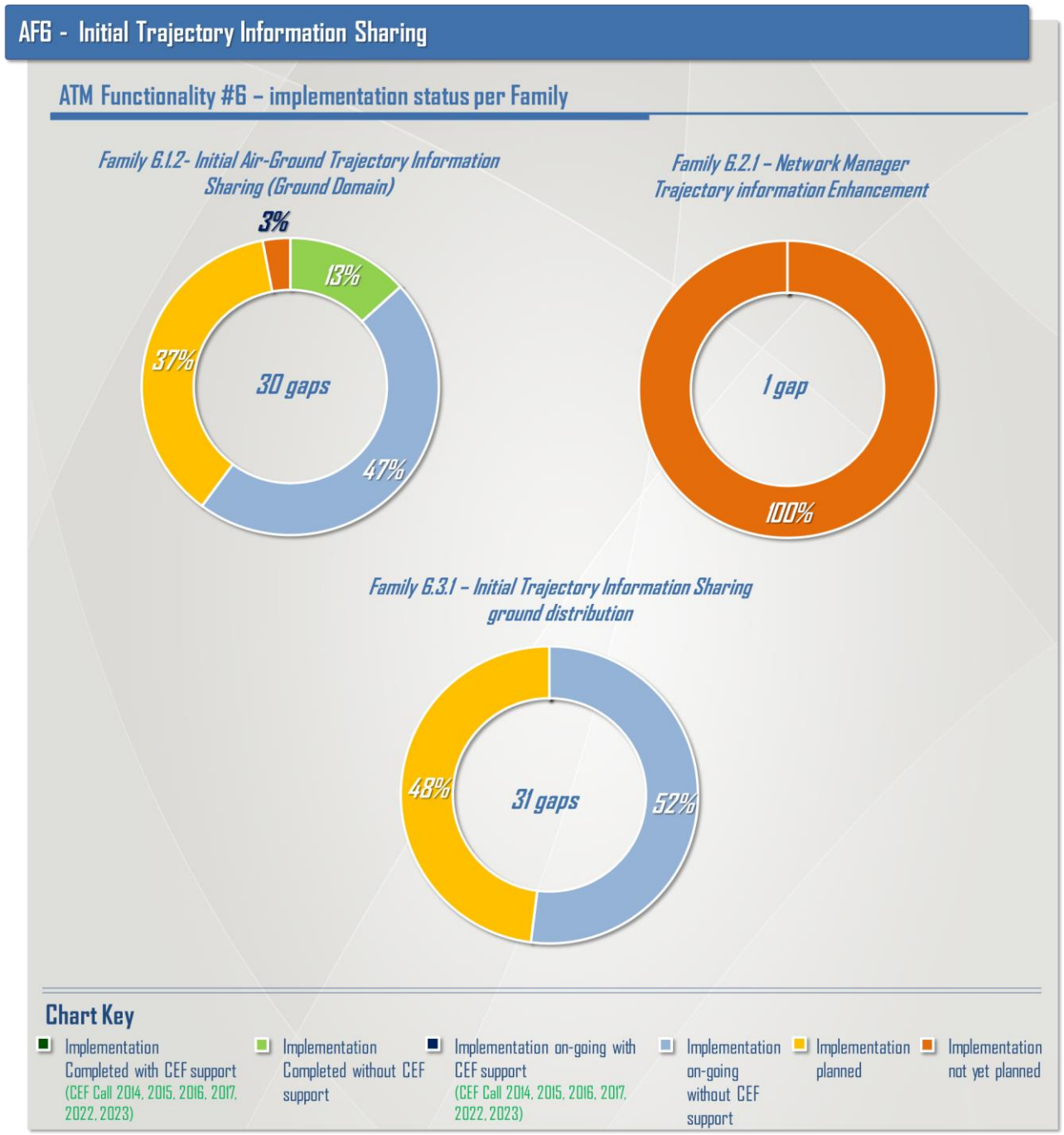


Figure 29 – AF6: current implementation status per Family

The overall implementation of the ATM Functionality 6 is being addressed by the operational Stakeholders. In fact, 7% of the AF scope is completed, 90% of the AF scope is either ongoing (48%) or has been planned (42%). Only for a limited portion of gaps (3% of the AF scope), no dedicated plans have been identified during 2024.

The commitment of several Stakeholders was linked to the confirmation of AF6 readiness by the "Industrialisation Target Date", set by CP1 regulation on 31/12/2023. The European Union Aviation Safety Agency (EASA), with the aid of a CP1 Industrialisation Forum, conducted an assessment in respect of the progress in achieving readiness for implementation. The conclusion of such assessment indicates that AF6 is ready for implementation. As expected, the progress of AF6 is ramping up starting from this reporting cycle.

The implementation of Family 6.1.2 – *Initial Air-Ground Trajectory Information Sharing (Ground Domain),* is already completed for 13% of the gaps, while 84% of the gaps is either ongoing (47%) or planned (37%) and the remaining 3% of the gaps is not yet planned. However, the implementation of this Family in 17 countries is expected to exceed the CP1 regulatory deadline (31st December 2027) and for additional 5 countries the foreseen implementation date cannot be displayed since the entire scope is not yet planned (Malta) or part of the scope is not yet planned (France, Germany, Ireland and Romania), as shown in Figure 30.

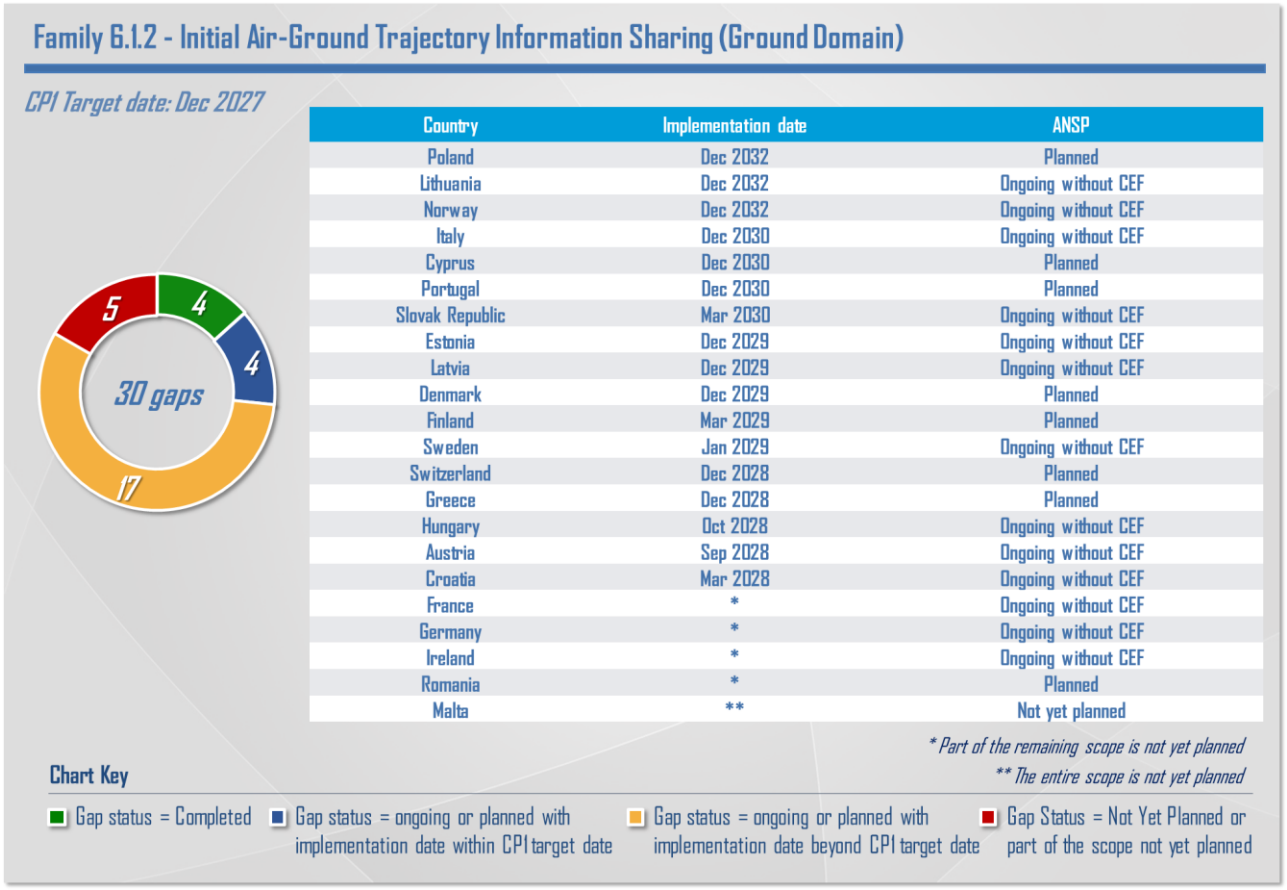
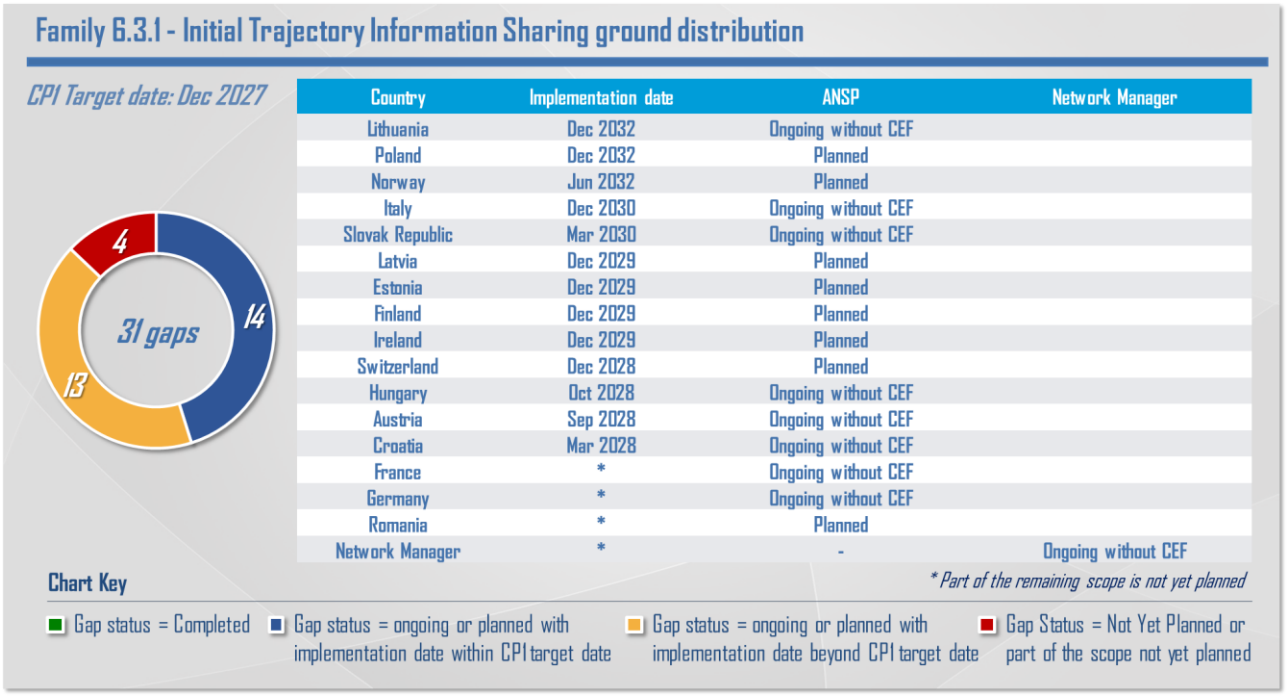


Figure 30 - Potential issues on CP1 deadlines in Family 6.1.2

With reference to the unique gap for Family 6.2.1 – *Network Manager Trajectory Information Enhancement*, identified for Network Manager, is currently not yet planned as this functionality still requires validation within SESAR 3. Its validation is currently ongoing in the context of SESAR project PJ 18-06b1, "NM Profile Improvement Using ADS-C", which is expected to reach TRL 6 by the end of 2026. Research to achieve implementation readiness is ongoing within the SESAR 3 Network TBO project. Close participation by the Network Manager will facilitate the integration of this solution into the iNM system by December 2027, as required.

The implementation of Family 6.3.1 – Initial Trajectory Information Sharing Ground Distribution is either ongoing (52%) or planned (48%). 45% of the Family scope is foreseen to be timely completed by December 2027 (14 out of 31 gaps). However, the implementation of this Family in 13 countries is expected to exceed the CP1 regulatory deadline (31st December 2027) and for additional 4 countries the foreseen implementation date cannot be displayed since part of the scope is not yet planned, as shown in



Country	Implementation date	ANSP	Network Manager
Lithuania	Dec 2032	Ongoing without CEF	
Poland	Dec 2032	Planned	
Norway	Jun 2032	Planned	
Italy	Dec 2030	Ongoing without CEF	
Slovak Republic	Mar 2030	Ongoing without CEF	
Latvia	Dec 2029	Planned	
Estonia	Dec 2029	Planned	
Finland	Dec 2029	Planned	
Ireland	Dec 2029	Planned	
Switzerland	Dec 2028	Planned	
Hungary	Oct 2028	Ongoing without CEF	
Austria	Sep 2028	Ongoing without CEF	
Croatia	Mar 2028	Ongoing without CEF	
France	*	Ongoing without CEF	
Germany	*	Ongoing without CEF	
Romania	*	Planned	
Network Manager	*	-	Ongoing without CEF

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

Figure 31 - Potential issues on CP1 deadlines in Family 6.3.1

The implementation of Family 6.3.1 is being supported by the ANSPs' participation to the ATS Common Datalink Services (ACDLS) Governance initiative. Its objective is to limit the number of simultaneous contracts to obtain the same ADS-C data, thanks to a single responsibility to collect ADS-C data from airborne users and distribute it to the relevant ground users.

To accelerate the deployment of Initial Trajectory Information Sharing, as well as to support the transition towards Trajectory Based Operations, SDM has launched a dedicated Trajectory Information Sharing and Coordination Support Initiative. This initiative includes different activities to support all operational Stakeholders mandated to implement ATM Functionality 6 (Initial Trajectory Information Sharing), as defined in EU IR 2021/116 Common Project One.

It is considered as an essential ad hoc instrument to promote, accelerate and synchronise the implementation of AF6 as a step towards Trajectory Based Operations (TBO), to enable capacity increases and emission reduction. To further enable the overall transition towards TBO, the "SDM Trajectory Information Sharing and Coordination Support Initiative" is based on a wider and more comprehensive approach, extending to the use of ADS-C EPP beyond the scope of CP1 and the potential use of other ATS B2 services as well. This approach reflects the industry-wide consensus to look at obtaining the highest benefits from aircraft being equipped with ATS B2.

The SDM has established the "AF6+ Coordination Platform" as the primary instrument to coordinate and guide support activities for the Trajectory Information and Coordination Support Initiative. The first meeting took place on 2nd April 2025, with the objectives of sharing the current implementation status among operational Stakeholders and developing an initial plan for support actions to address the implementation challenges or issues such as the definition of the impact of the ACDLS Call for Tender review according to SES2+ constraints which establishes conditions for CNS providers (such as the ADS-C common service provider) to operate in the EU which might impact the timing of the ADS-C Common Service establishment, hence the timely completion of SDP Family 6.3.1. These recent developments in the ACDLS tendering process may lead to changes to the Clean ATM3 project, which is currently under evaluation within the framework of the CEF2 Call 2024. In case of awarding, the project is expected to accelerate and facilitate the deployment of AF6 initiatives.

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 Service Views, aiming at detailing the implementation status of Providers and Consumers of each Service, and the overall implementation status at service level for each country.

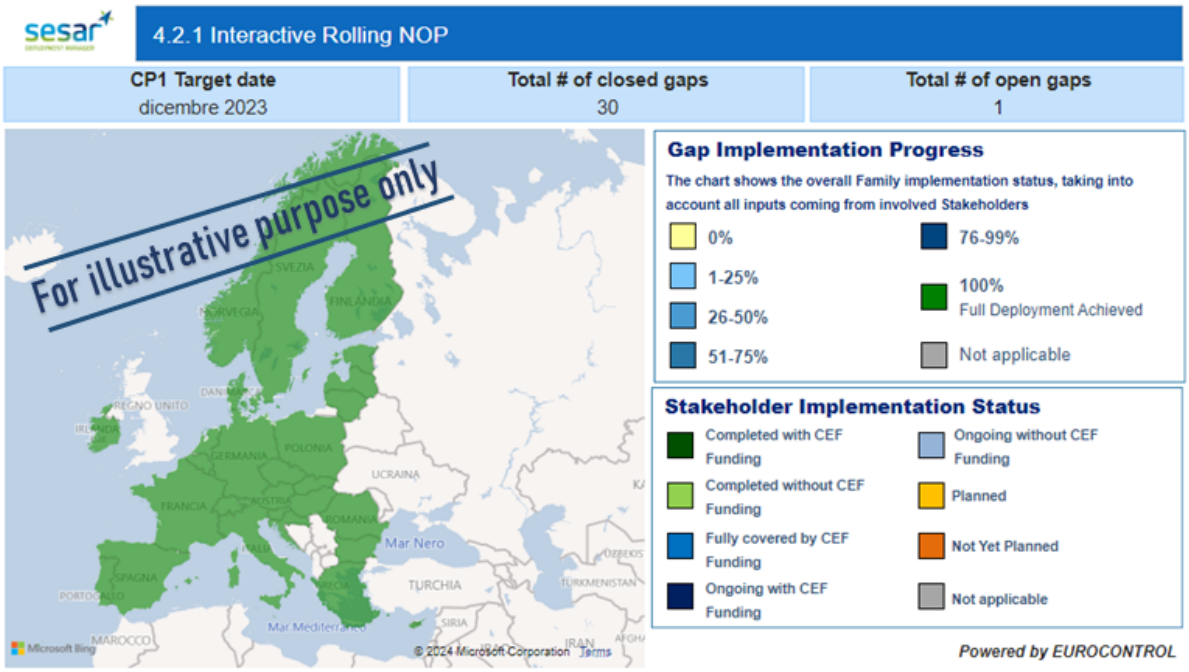
The overall picture of the "geography-based" ground gaps is complemented by the overview on the Airspace Users gaps, defined instead on a fleet-centric approach, since AU operations typically expand beyond national and regional borders and affect the whole geographical scope defined by the Common Project 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 current status of implementation.

Due to the specific requirements of Family 5.1.1 - Common SWIM PKI and cyber security, the deployment activities are following 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" is 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.

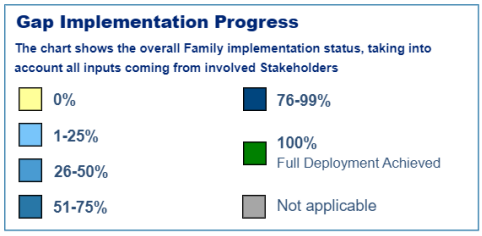


Country	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	ANSP
Austria	100	0	0	0	December 2023	
Belgium	100	0	0	0	December 2022	
Bulgaria	100	0	0	0	December 2023	
Croatia	100	0	0	0	December 2023	
Cyprus	100	0	0	0	December 2023	
Czech Republic	100	0	0	0	December 2019	
Denmark	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 current 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[13]).
- 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

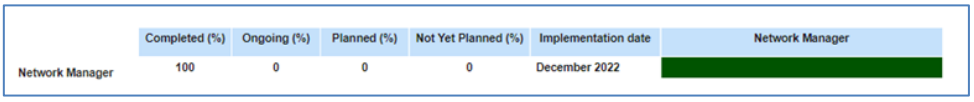
[13] For gaps addressed by initiatives under its specific coordination, SDM is also able to perform an additional cross-check and consistency assessment of the information gathered from Stakeholders vis-à-vis the actual progress of the Implementation Projects. For gaps outside SDM direct coordination,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

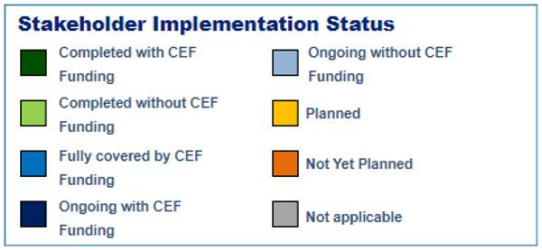
The Network Manager implementation status, its percentages of completion and related implementation date are presented – when applicable – in a dedicated section at the bottom of the chart.



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

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:

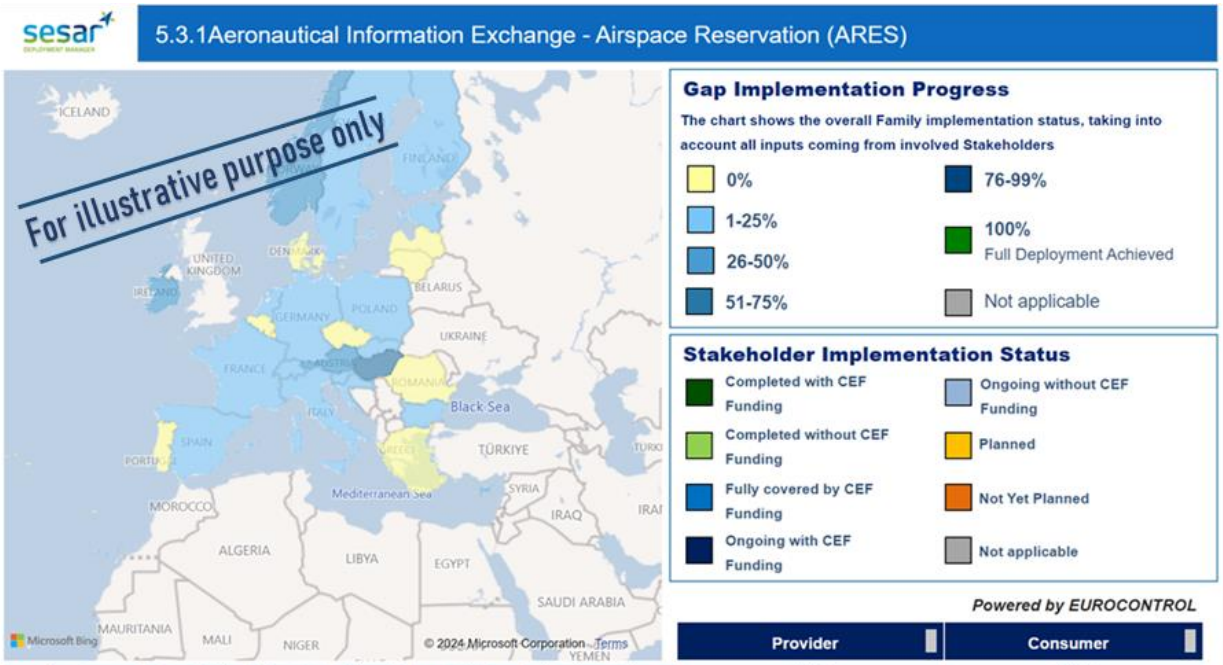
- Family's scope *Completed with CEF funding,* when all achievement conditions are respected and have been met, with the support of CEF Funding and under the direct coordination of the SESAR Deployment Manager.
- Family's scope *Completed without CEF funding*, when all achievement conditions are respected 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, taking into account the specific features and the local arrangements of the geographical scope of the implementation, the activities are considered to be 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 and 2023.

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

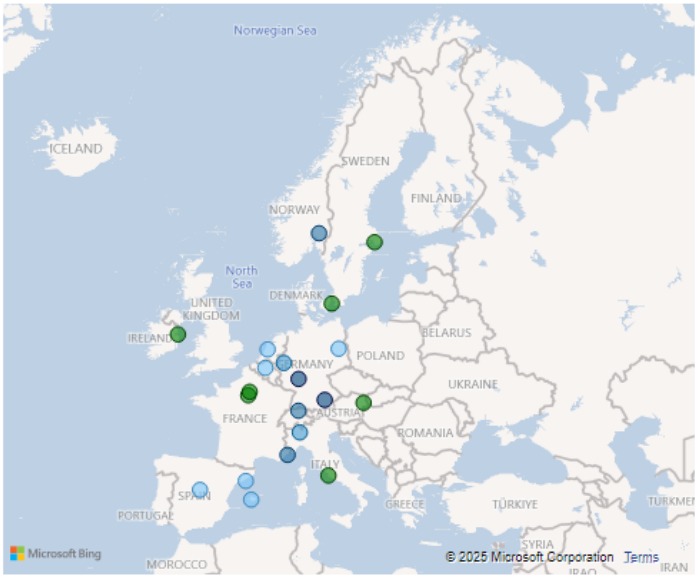
Ground Gaps – Family and Service View

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

Powered by EUROCONTROL

Airport	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	ANSP
Amsterdam Schiphol	18	6	76	0	December 2026	
Barcelona-El Prat Josep Tarradellas	5	53	42	0	December 2025	
Berlin Brandenburg	14	6	20	60	*	
Brussels National	1	5	59	35	*	
Copenhagen Kastrup	100	0	0	0	November 2018	
Dublin Airport	100	0	0	0	December 2024	
Düsseldorf Airport	37	7	8	48	*	
Frankfurt am Main	81	0	0	19	*	
Madrid-Barajas Adolfo Suárez	8	52	40	0	December 2025	
Milan Malpensa	34	8	58	0	December 2025	
Munich Franz Josef Strauss	86	0	0	14	*	
Nice Côte D'Azur	63	37	0	0	December 2025	
Oslo Gardermoen	52	0	0	48	*	
Palma de Mallorca	7	39	54	0	December 2025	
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 Schwechat	100	0	0	0	November 2022	
Zürich Kloten	73	4	23	0	December 2027	

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

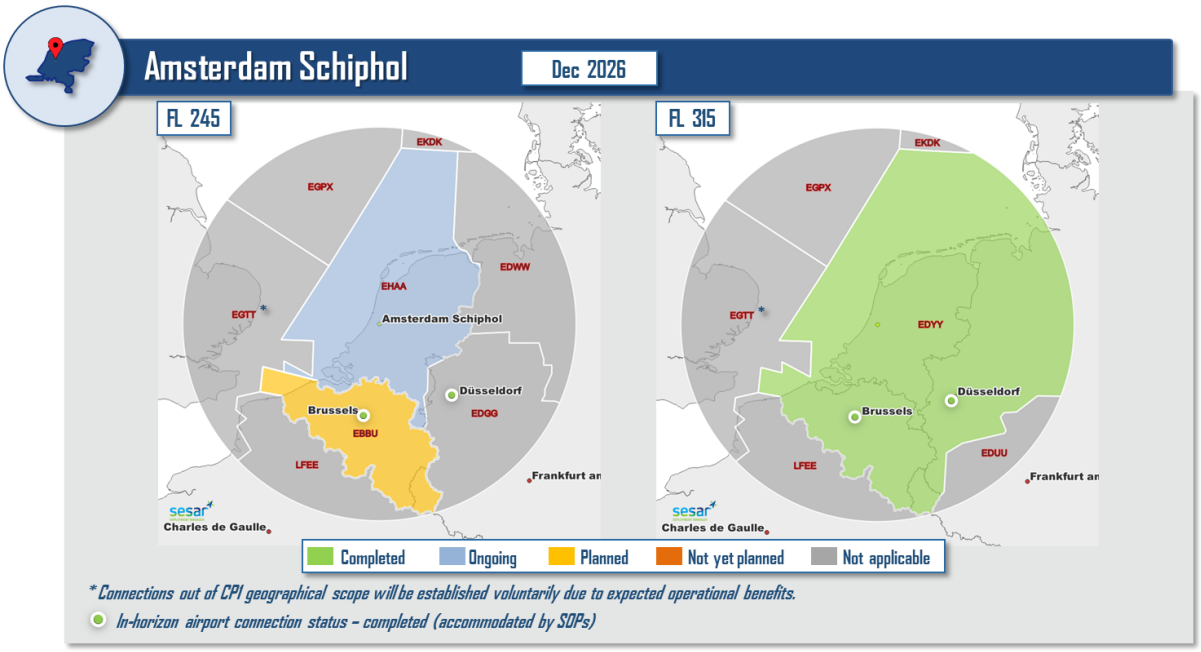
Focus on Extended AMAN implementation

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 airports, providing specific information on the Area Control Centres 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 U/ACCs depending on the specific FLs.

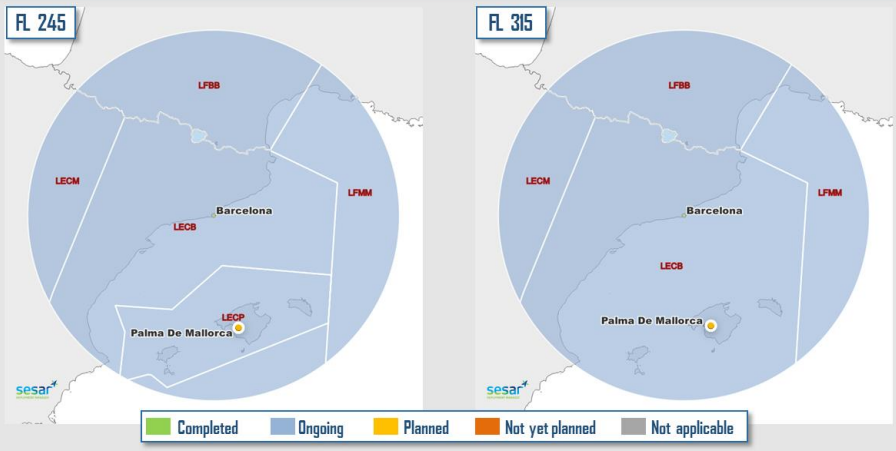
According to the SESAR Deployment Programme, shorter horizon distance might be considered when, due to the geographical location of the arrival airport, the extension of the AMAN horizon does not provide additional performance benefits.

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 2024 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

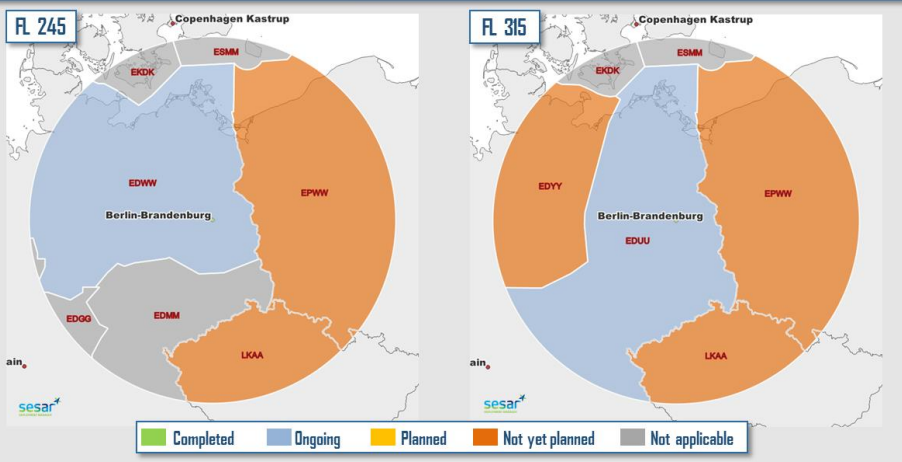
Dec 2025



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

Berlin Brandenburg Airport

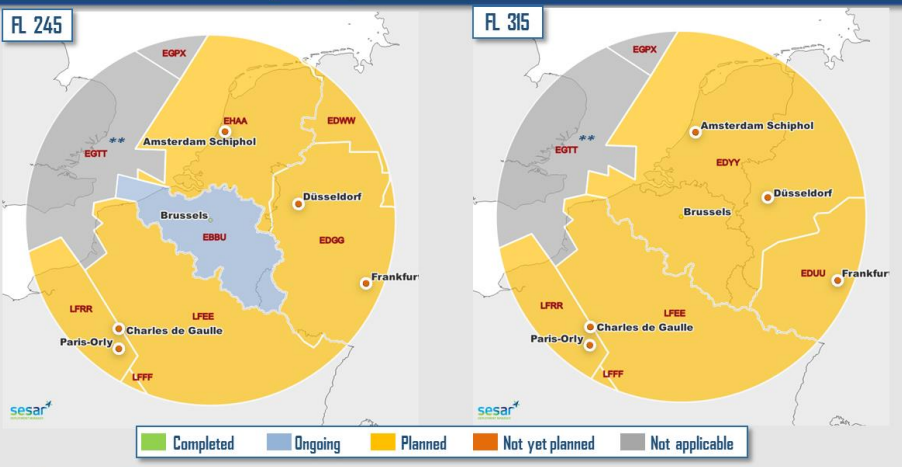
*No date**



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

Brussels National Airport

*No date**

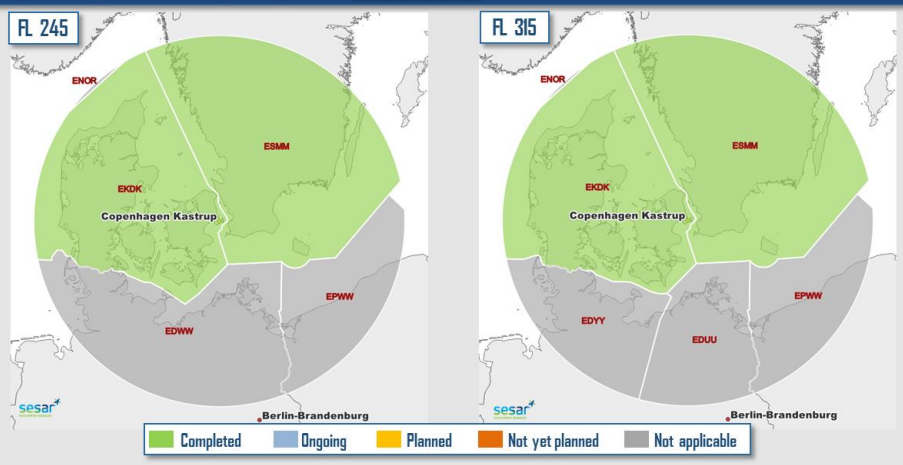


** No foreseen implementation date since part of the scope is not yet planned.*

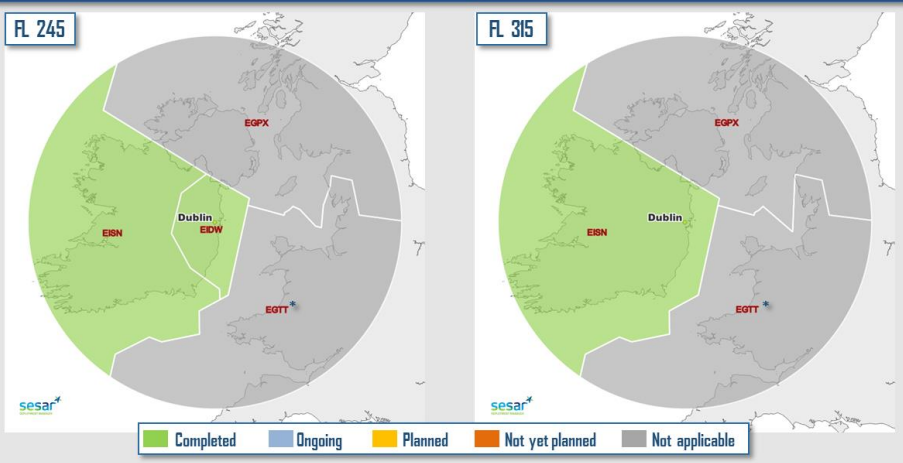
*** Connection out of CPI geographical scope will be established voluntarily based on the expected operational benefits*

In-horizon airports connection status – not yet planned

Copenhagen Kastrup Airport — Nov 2018

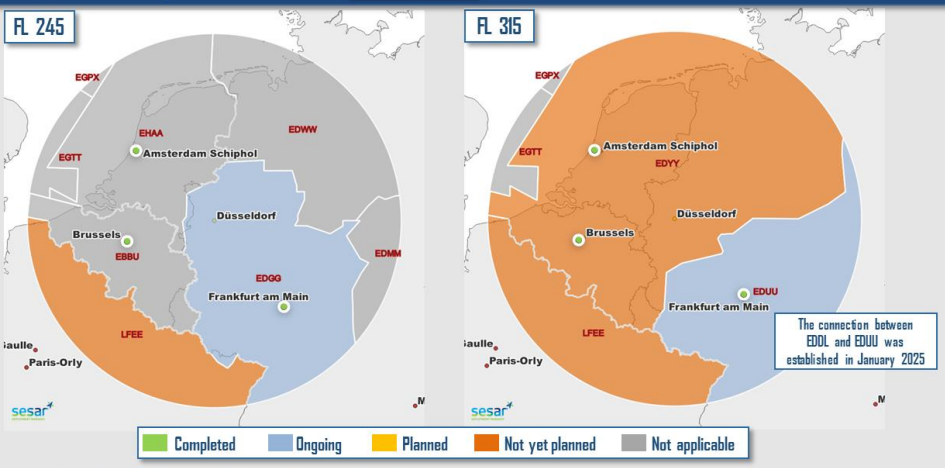


Dublin Airport — Dec 2024



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

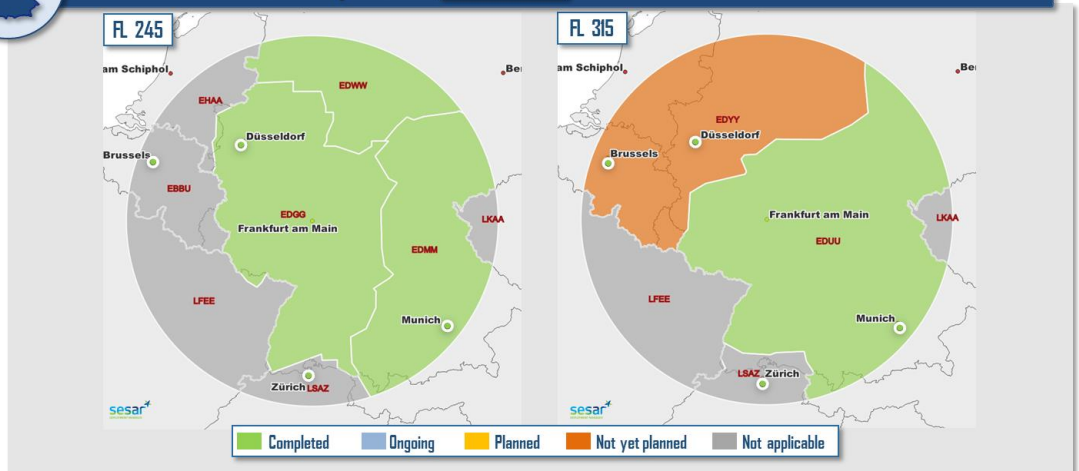
Dusseldorf Airport — No date*



*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)

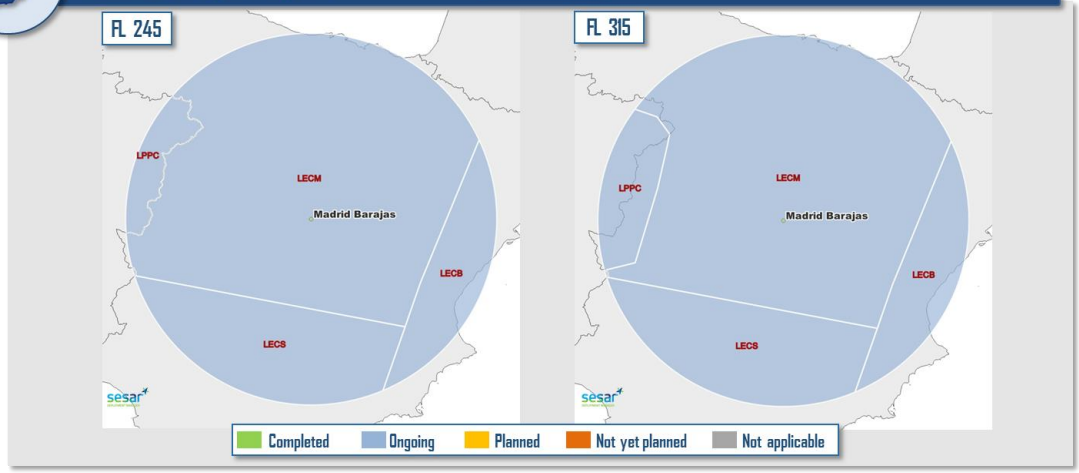
Frankfurt am Main Airport — No date*



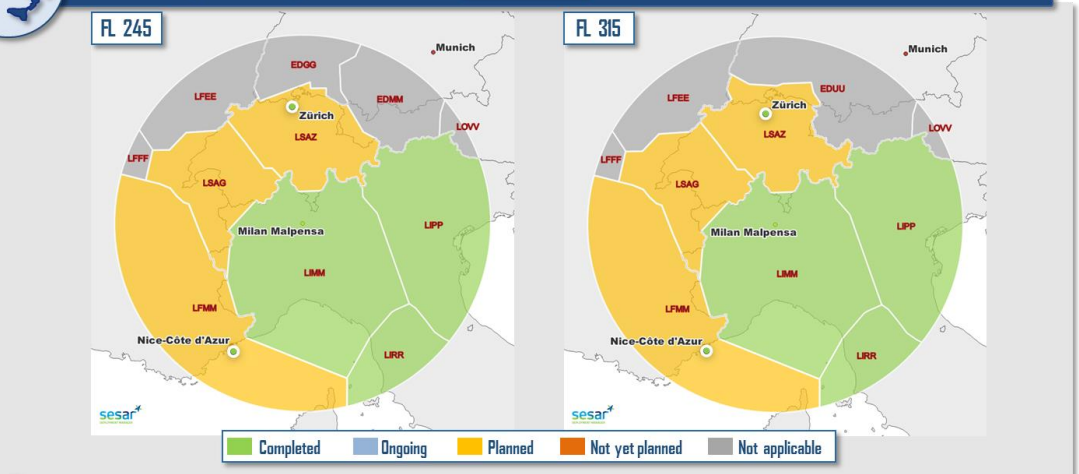
*No foreseen implementation date since part of the scope is not yet planned.

- In-horizon airports connection status with BRU and ZRH – completed (accommodated by SDPs)
- In-horizon airports connection status with DUS and MUC – completed (DPI used in AMAN)

Madrid-Barajas Airport — Dec 2025



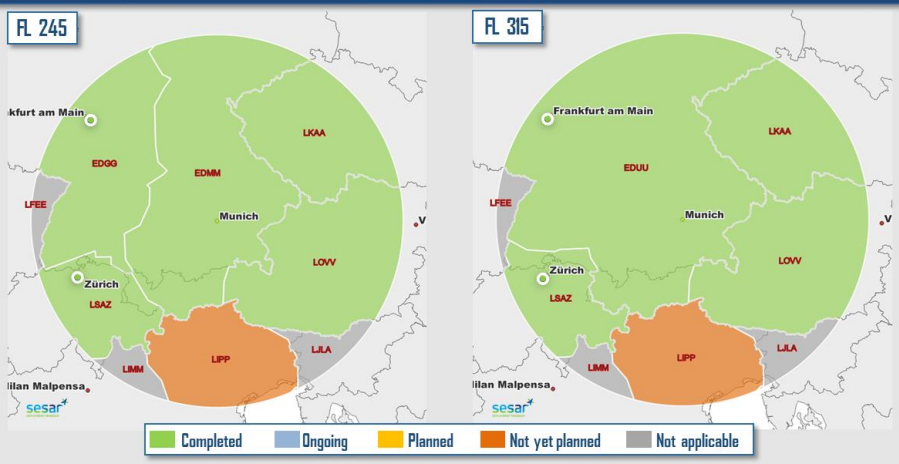
Milano Malpensa Airport — Dec 2025



- In-horizon airports connection status with NCE and ZRH – completed (accommodated by SDPs)

Munich Airport

No date*



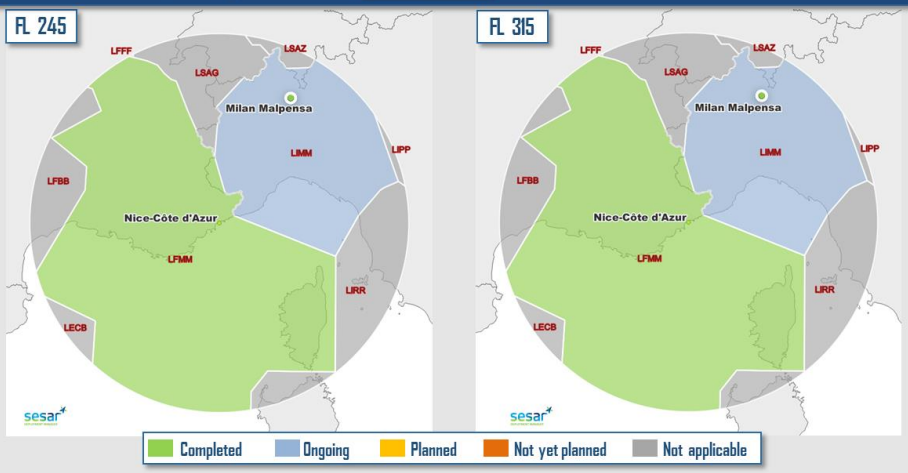
*No foreseen implementation date since part of the scope is not yet planned.

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

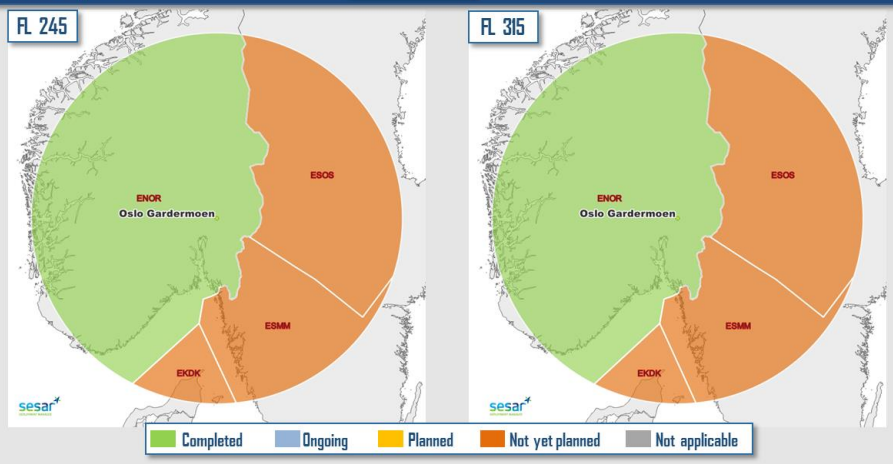
Dec 2025



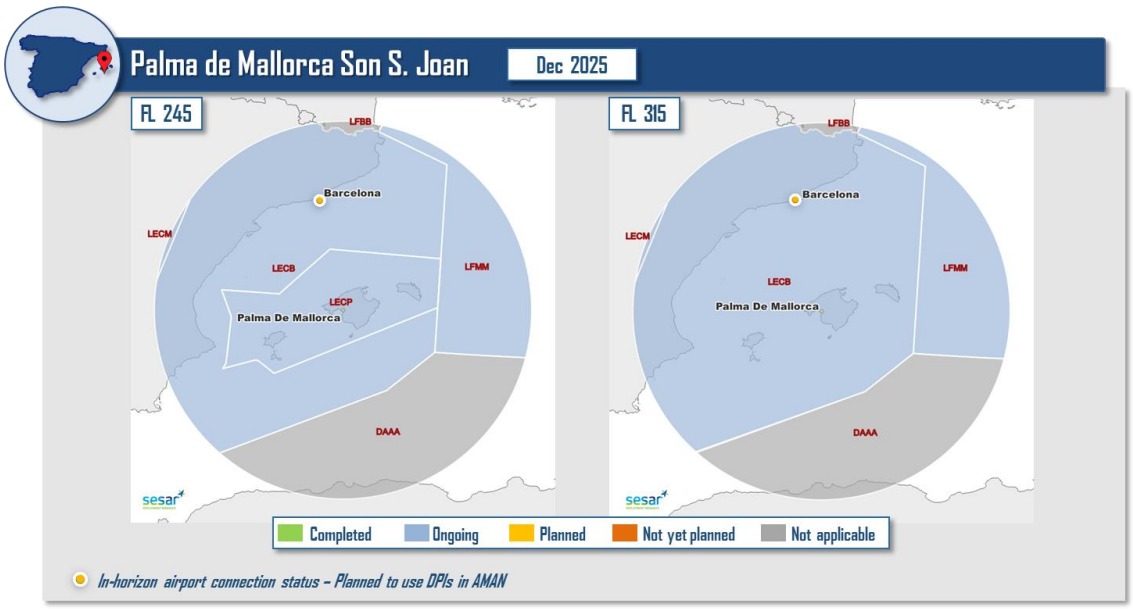
In-horizon airport connection status with MXP – completed (accommodated by SOPs)

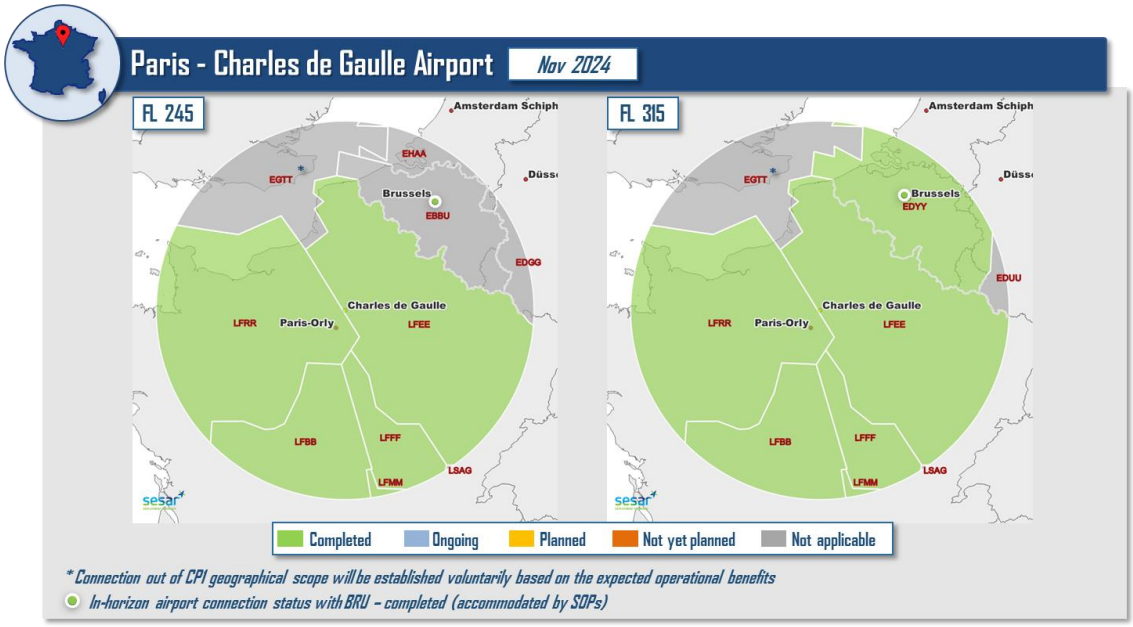
Oslo Airport

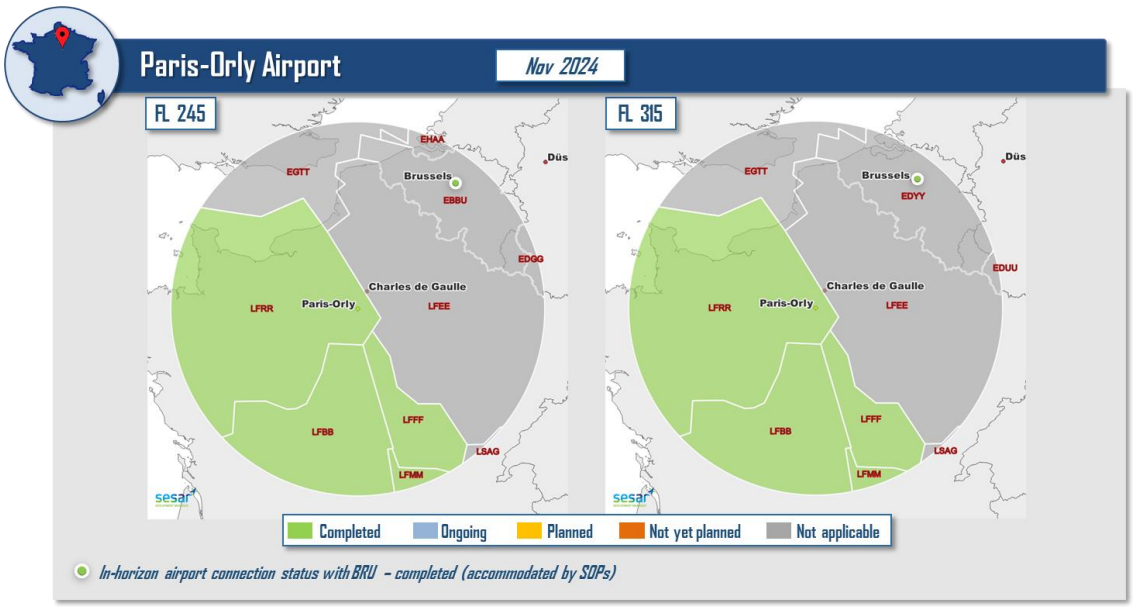
*No date

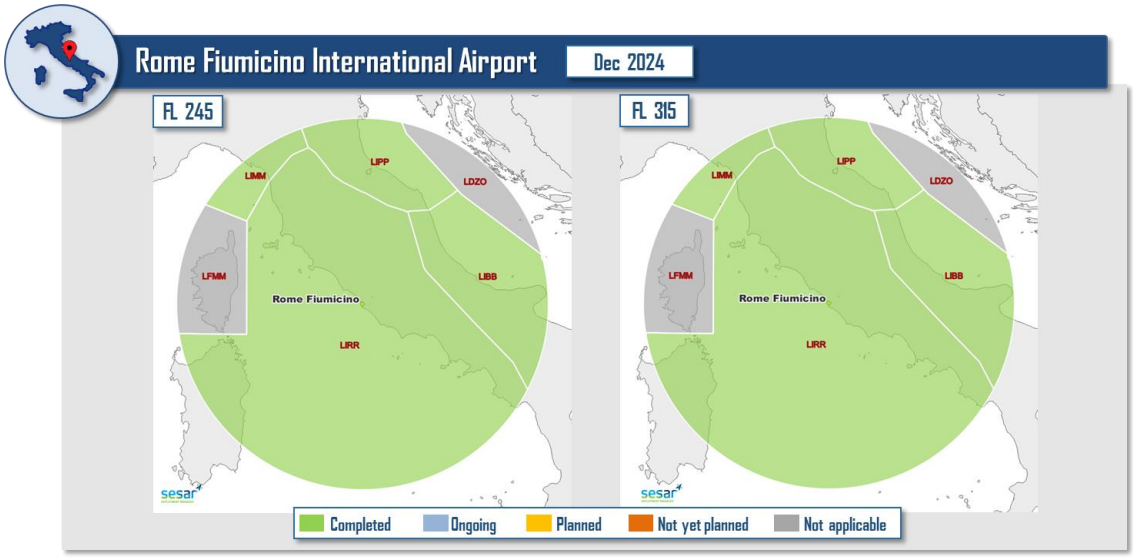


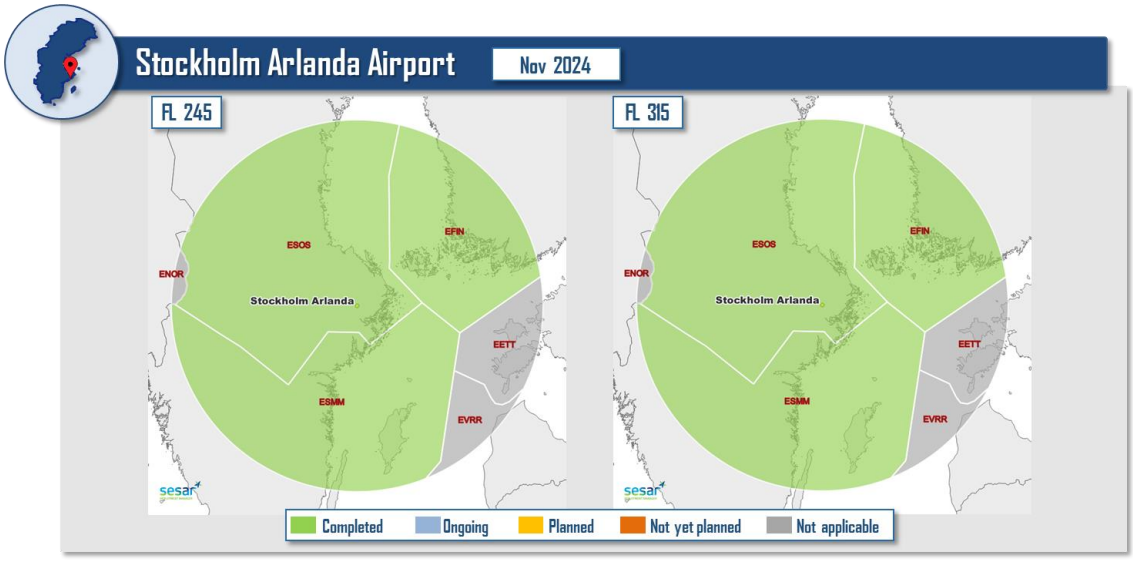
*No foreseen implementation date since part of the scope is not yet planned.

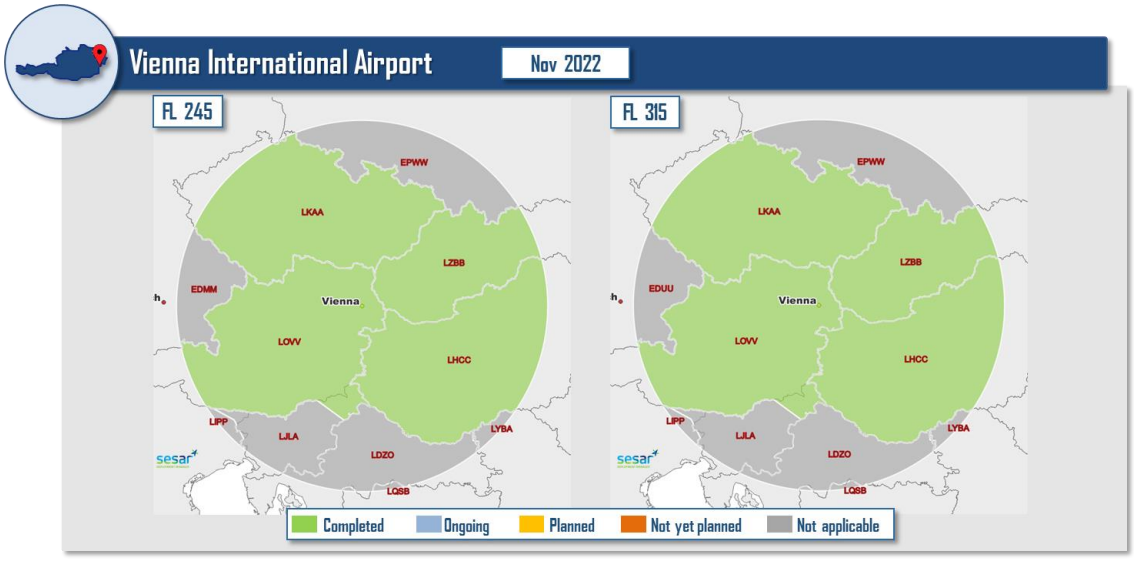

Palma de Mallorca Son S. Joan
Dec 2025
FL 245
FL 315
LFBB
Barcelona
LECM
LECB
LFMM
LECP
Palma De Mallorca
DAAA
sesar
Completed
Ongoing
Planned
Not yet planned
Not applicable
In-horizon airport connection status – Planned to use DPIs in AMAN

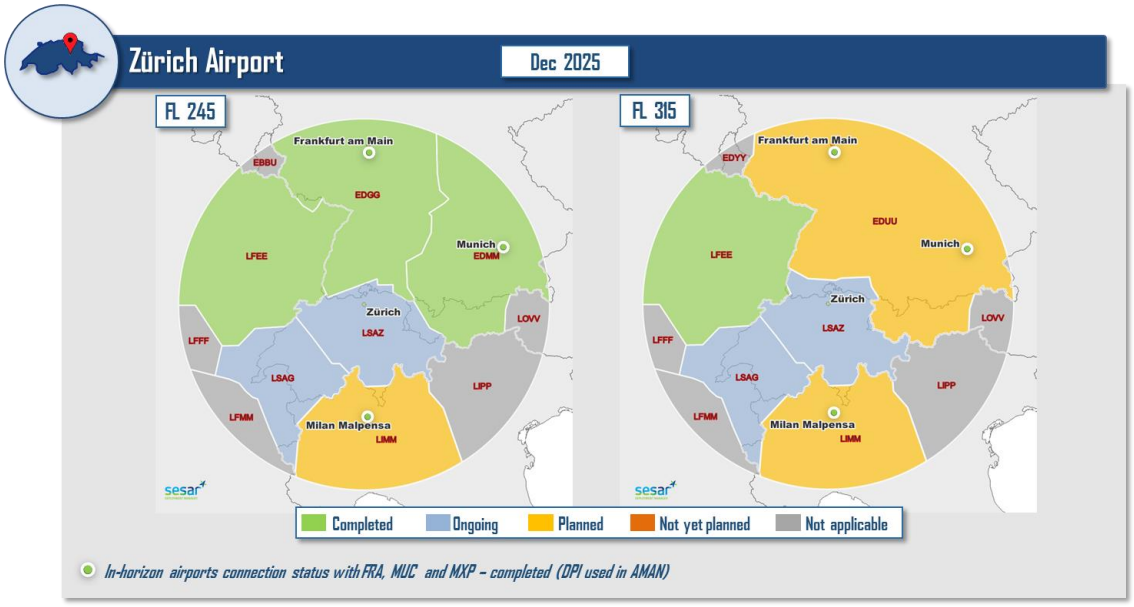

Paris - Charles de Gaulle Airport
Nov 2024
FL 245
FL 315
Amsterdam Schiph
EHAA
EGTT
Brussels
EBBU
EDGG
Charles de Gaulle
LFRR
Paris-Orly
LFEE
LFBB
LFFF
LFMM
LSAG
EDYY
EDUU
sesar
Completed
Ongoing
Planned
Not yet planned
Not applicable
* Connection out of CPI geographical scope will be established voluntarily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


Paris-Orly Airport
Nov 2024
FL 245
FL 315
EHAA
EGTT
Brussels
EBBU
Düs
EDGG
Charles de Gaulle
LFRR
Paris-Orly
LFEE
LFBB
LFFF
LSAG
LFMM
EDYY
EDUU
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 2025
FL 245
FL 315
Frankfurt am Main
EBBU
EDGG
Munich
EDMM
LFEE
Zürich
LSAZ
LOVV
LFFF
LSAG
LIPP
LFMM
Milan Malpensa
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	0	100	*		
Düsseldorf Airport	0	0	0	100	*		
Milan Malpensa	0	0	100	0	December 2027		
Nice Côte D'Azur	4	36	7	53	*		
Oslo Gardermoen	0	0	100	0	June 2032		
Paris Charles de Gaulle	2	18	0	80	*		

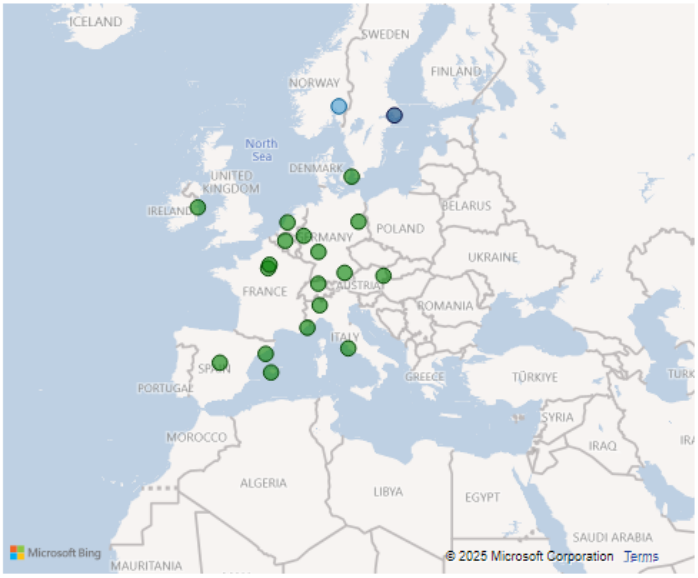
** The remaining scope of the Gap is Not yet Planned*

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

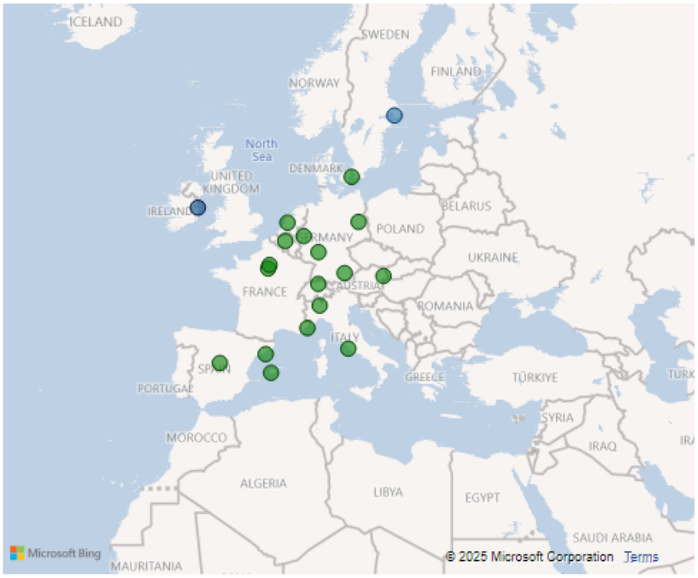
Powered by EUROCONTROL

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	June 2028		
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	80	14	6	0	June 2025		
Vienna Schwechat	100	0	0	0	April 2022		
Zürich Kloten	100	0	0	0	December 2021		

Family 2.2.1 – Initial AOP

2.2.1 Initial AOP

CP1 Target date	Total # of closed gaps	Total # of open gaps
December 2023	17	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

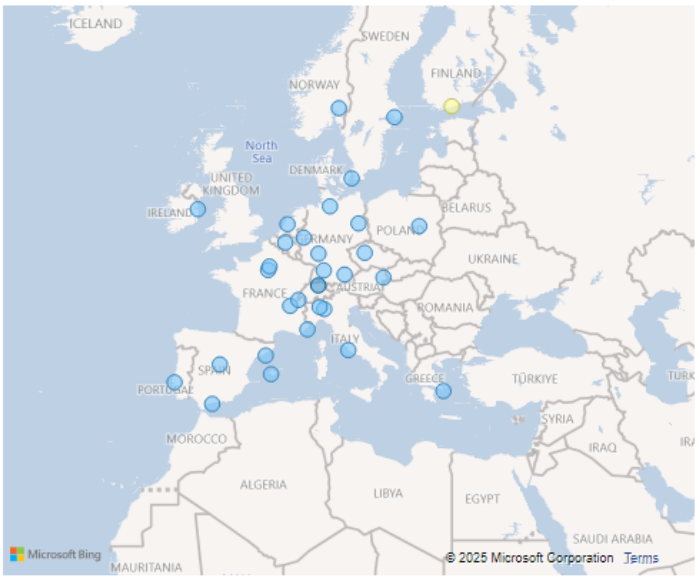
Powered by EUROCONTROL

Airport	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	ANSP	Airport Operator
Amsterdam Schiphol	100	0	0	0	December 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	March 2025		
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	61	24	15	0	December 2025		
Vienna Schwechat	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

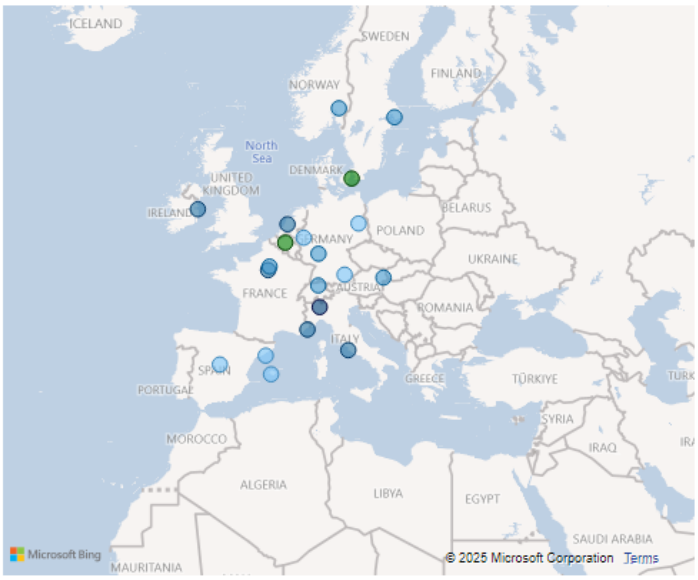
Airport	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	ANSP	Airport Operator
Amsterdam Schiphol	2	15	33	50	*		
Athens Eleftherios Venizelos	2	20	78	0	December 2027		
Barcelona-El Prat Josep Tarradellas	5	40	55	0	December 2027		
Berlin Brandenburg	2	16	82	0	December 2027		
Brussels National	2	20	78	0	December 2027		
Copenhagen Kastrup	2	13	0	85	*		
Dublin Airport	15	70	15	0	December 2027		
Düsseldorf Airport	5	20	75	0	December 2027		
Frankfurt am Main	4	36	60	0	December 2027		
Geneva Airport	6	24	70	0	December 2027		
Hamburg Airport	9	31	60	0	December 2027		
Helsinki Vantaa	0	0	100	0	December 2027		
Lisbon Humberto Delgado	1	7	92	0	December 2027		
Lyon Saint-Exupéry	4	31	15	50	*		
Madrid-Barajas Adolfo Suárez	5	40	55	0	December 2027		
Málaga Costa del Sol	5	40	55	0	December 2027		
Milan Linate	3	27	70	0	December 2027		
Milan Malpensa	3	27	70	0	December 2027		
Munich Franz Josef Strauss	6	34	60	0	December 2027		
Nice Côte D'Azur	13	72	15	0	December 2027		
Oslo Gardermoen	6	39	55	0	December 2027		
Palma de Mallorca	5	40	55	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	7	11	82	0	December 2027		
Stockholm Arlanda	1	11	88	0	December 2027		
Stuttgart Airport	6	34	33	27	*		
Vienna Schwechat	9	76	15	0	December 2027		
Warsaw Chopin Airport	3	27	70	0	December 2027		
Zürich Kloten	36	56	8	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 2027		
Barcelona-El Prat Josep Tarradellas	23	22	55	0	December 2026		
Berlin Brandenburg	19	31	50	0	December 2030		
Brussels National	100	0	0	0	February 2016		
Copenhagen Kastrup	100	0	0	0	March 2024		
Dublin Airport	62	28	10	0	December 2025		
Düsseldorf Airport	11	32	57	0	December 2030		
Frankfurt am Main	33	46	21	0	December 2030		
Madrid-Barajas Adolfo Suárez	23	22	55	0	December 2026		
Milan Malpensa	78	22	0	0	December 2025		
Munich Franz Josef Strauss	17	63	20	0	December 2030		
Nice Côte D'Azur	58	7	5	30	*		
Oslo Gardermoen	27	63	10	0	June 2027		
Palma de Mallorca	23	22	55	0	December 2026		
Paris Charles de Gaulle	45	13	20	22	*		
Paris Orly	75	20	5	0	December 2025		
Rome Fiumicino	58	14	28	0	December 2025		
Stockholm Arlanda	46	44	10	0	December 2025		
Vienna Schwechat	31	7	62	0	March 2027		
Zürich Kloten	26	54	20	0	December 2028		

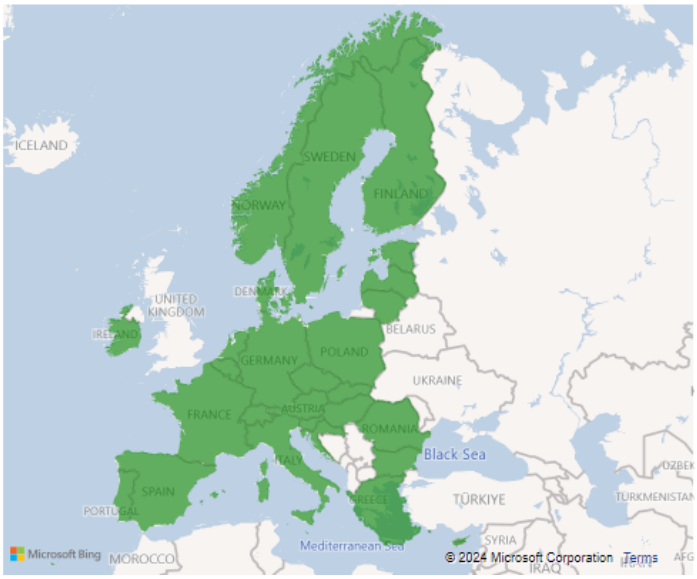
** The remaining scope of the Gap is Not yet Planned*

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

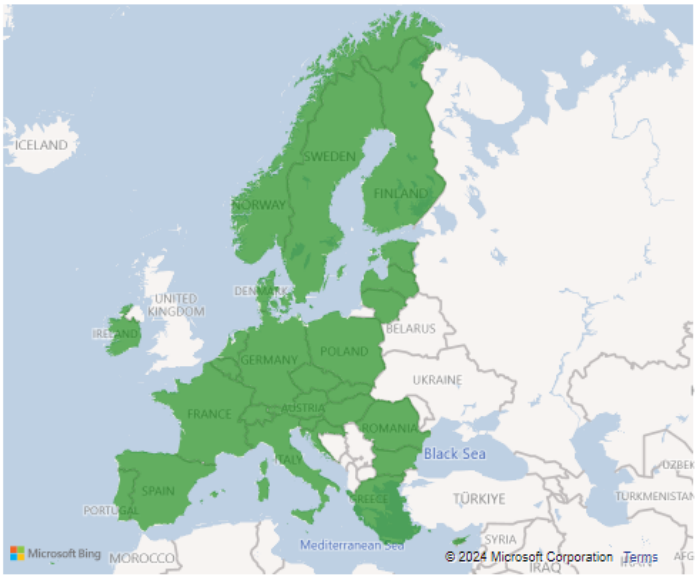
Country	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	ANSP
Austria	100	0	0	0	May 2022	
Belgium	100	0	0	0	September 2022	
Bulgaria	100	0	0	0	July 2022	
Croatia	100	0	0	0	January 2022	
Cyprus	100	0	0	0	December 2022	
Czech Republic	100	0	0	0	December 2022	
Denmark	100	0	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

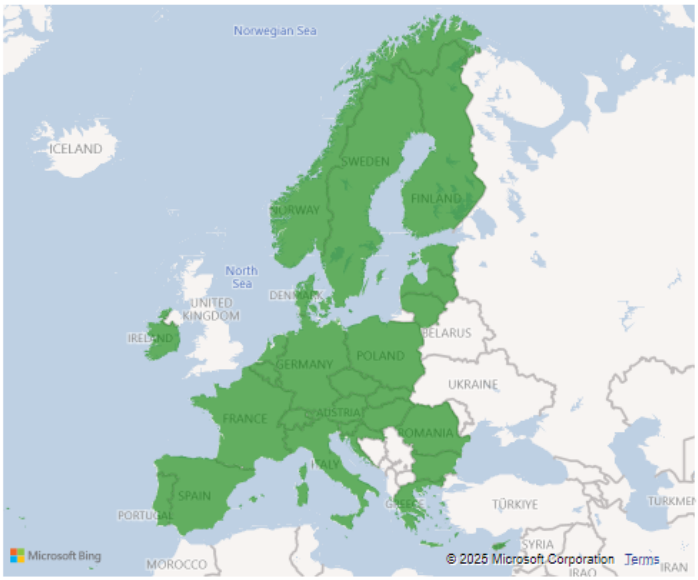
Country	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	ANSP
Austria	100	0	0	0	May 2022	
Belgium	100	0	0	0	July 2022	
Bulgaria	100	0	0	0	December 2022	
Croatia	100	0	0	0	July 2022	
Cyprus	100	0	0	0	March 2022	
Czech Republic	100	0	0	0	December 2022	
Denmark	100	0	0	0	December 2017	
Estonia	100	0	0	0	January 2022	
Finland	100	0	0	0	December 2021	
France	100	0	0	0	December 2022	
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

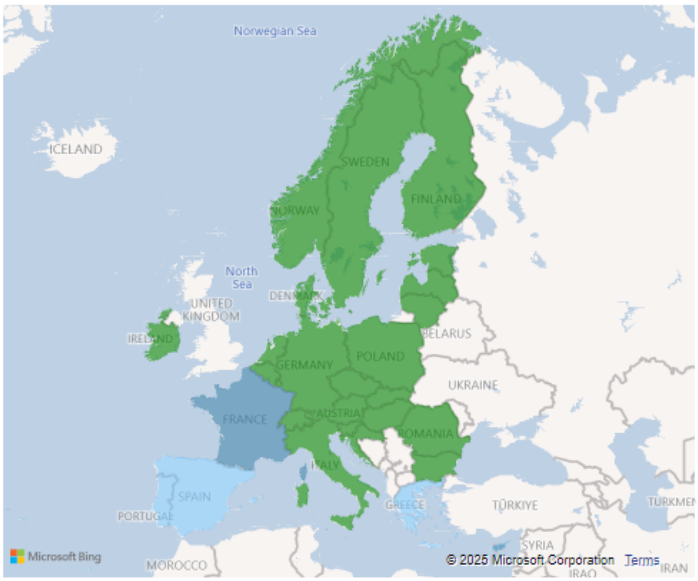
Country	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	ANSP
Austria	100	0	0	0	November 2016	
Belgium	100	0	0	0	October 2019	
Bulgaria	100	0	0	0	November 2013	
Croatia	100	0	0	0	December 2016	
Cyprus	100	0	0	0	December 2022	
Czech Republic	100	0	0	0	February 2021	
Denmark	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	25	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

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	50	30	20	0	December 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	66	25	9	0	March 2027	
Germany	100	0	0	0	April 2019	
Greece	3	29	68	0	December 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	3	30	67	0	December 2025	
Netherlands	100	0	0	0	December 2019	
Norway	100	0	0	0	May 2017	
Poland	100	0	0	0	February 2022	
Portugal	2	14	84	0	December 2025	
Romania	100	0	0	0	November 2019	
Slovak Republic	100	0	0	0	January 2021	
Slovenia	100	0	0	0	November 2016	
Spain	18	31	51	0	December 2025	
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	

Focus on Free Route implementation

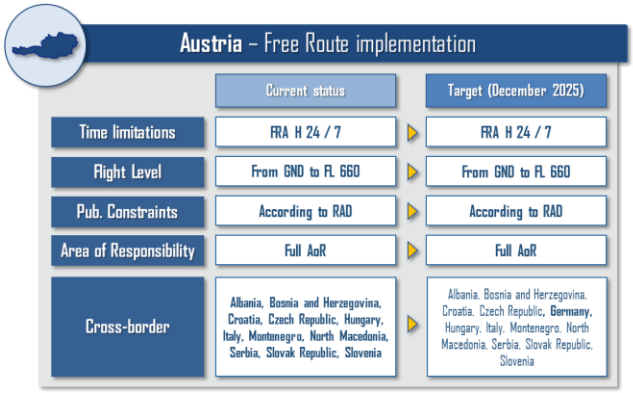
Free Route is an operational concept that enables airspace users to fly as close as possible to their optimal trajectory without the constraints of a fixed route network structure. Free Route Airspace (FRA) is a specified airspace within which users may freely plan a route between a defined FRA entry 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.

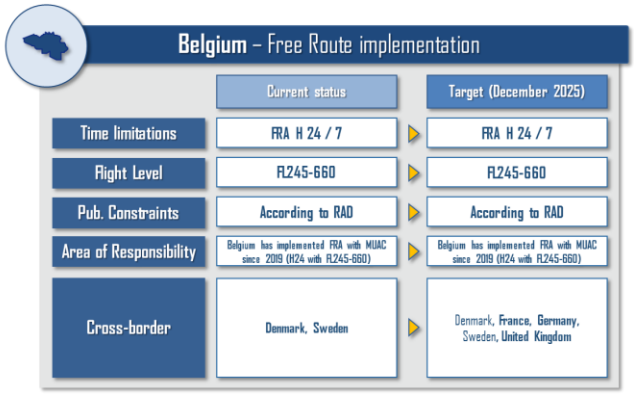
In the following pages, a specific table for each country within the CP1 Geographical Scope is included, detailing the following information:

- 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.



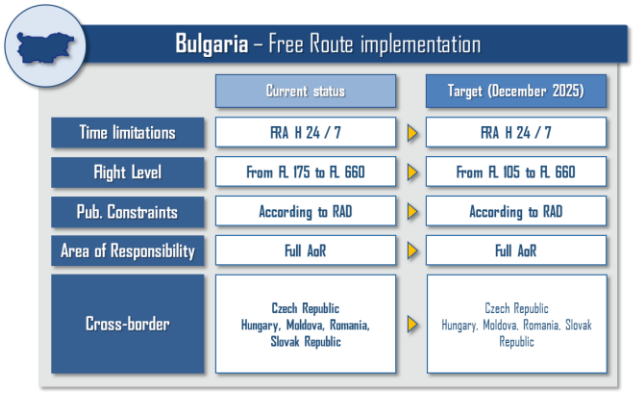
Austria – Free Route implementation

	Current status	Target (December 2025)
Time limitations	FRA H 24 / 7	FRA H 24 / 7
Flight Level	From GND to FL 660	From GND to FL 660
Pub. Constraints	According to RAD	According to RAD
Area of Responsibility	Full AoR	Full AoR
Cross-border	Albania, Bosnia and Herzegovina, Croatia, Czech Republic, Hungary, Italy, Montenegro, North Macedonia, Serbia, Slovak Republic, Slovenia	Albania, Bosnia and Herzegovina, Croatia, Czech Republic, **Germany**, Hungary, Italy, Montenegro, North Macedonia, Serbia, Slovak Republic, Slovenia



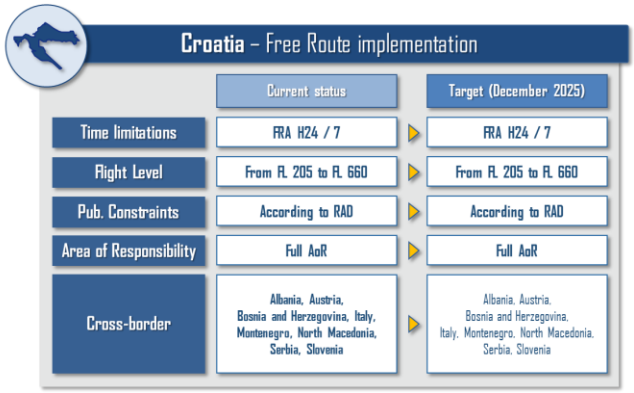
Belgium – Free Route implementation

	Current status	Target (December 2025)
Time limitations	FRA H 24 / 7	FRA H 24 / 7
Flight Level	FL245-660	FL245-660
Pub. Constraints	According to RAD	According to RAD
Area of Responsibility	Belgium has implemented FRA with MUAC since 2019 (H24 with FL245-660)	Belgium has implemented FRA with MUAC since 2019 (H24 with FL245-660)
Cross-border	Denmark, Sweden	Denmark, **France**, **Germany**, Sweden, **United Kingdom**



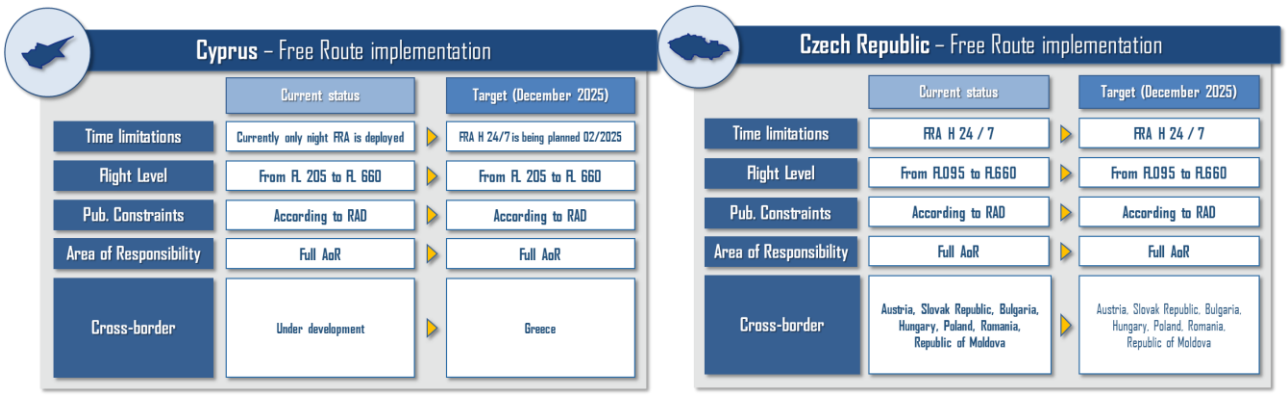
Bulgaria – Free Route implementation

	Current status	Target (December 2025)
Time limitations	FRA H 24 / 7	FRA H 24 / 7
Flight Level	From FL 175 to FL 660	From FL 105 to FL 660
Pub. Constraints	According to RAD	According to RAD
Area of Responsibility	Full AoR	Full AoR
Cross-border	Czech Republic Hungary, Moldova, Romania, Slovak Republic	Czech Republic Hungary, Moldova, Romania, Slovak Republic

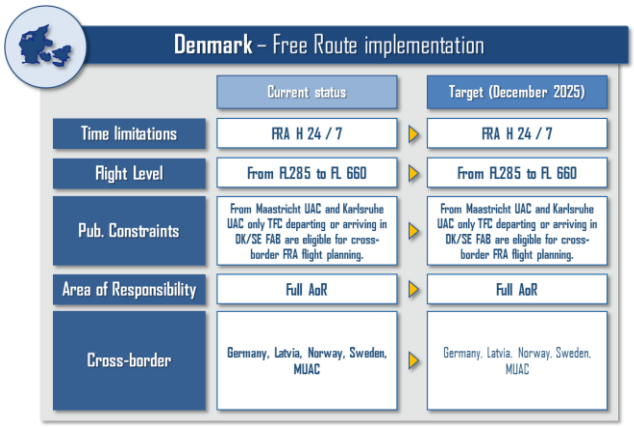


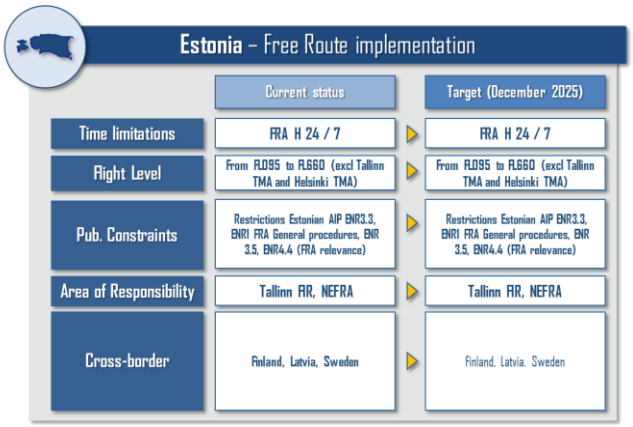
Croatia – Free Route implementation

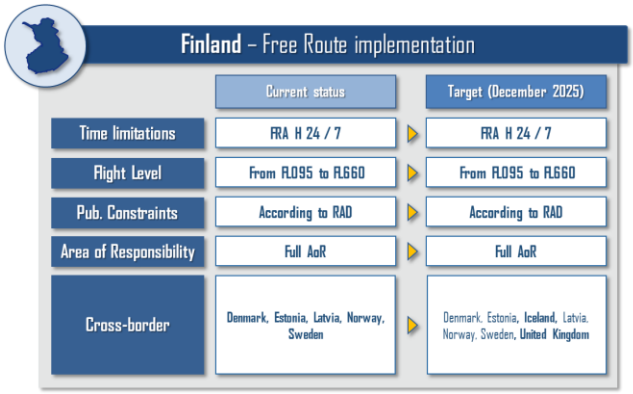
	Current status	Target (December 2025)
Time limitations	FRA H24 / 7	FRA H24 / 7
Flight Level	From FL 205 to FL 660	From FL 205 to FL 660
Pub. Constraints	According to RAD	According to RAD
Area of Responsibility	Full AoR	Full AoR
Cross-border	Albania, Austria, Bosnia and Herzegovina, Italy, Montenegro, North Macedonia, Serbia, Slovenia	Albania, Austria, Bosnia and Herzegovina, Italy, Montenegro, North Macedonia, Serbia, Slovenia

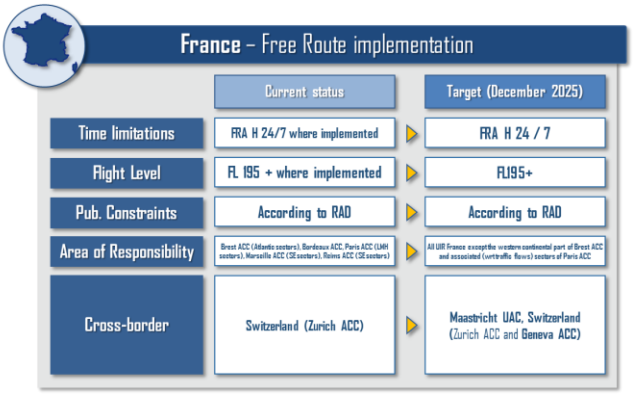

Cyprus – Free Route implementation
Current status
Target (December 2025)
Time limitations
Currently only night FRA is deployed
FRA H 24/7 is being planned 02/2025
Flight Level
From FL 205 to FL 660
From FL 205 to FL 660
Pub. Constraints
According to RAD
According to RAD
Area of Responsibility
Full AoR
Full AoR
Cross-border
Under development
Greece

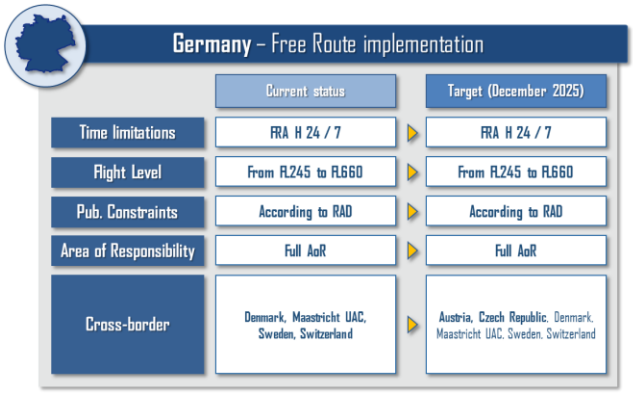
Czech Republic – Free Route implementation
Current status
Target (December 2025)
Time limitations
FRA H 24 / 7
FRA H 24 / 7
Flight Level
From FL095 to FL660
From FL095 to FL660
Pub. Constraints
According to RAD
According to RAD
Area of Responsibility
Full AoR
Full AoR
Cross-border
Austria, Slovak Republic, Bulgaria, Hungary, Poland, Romania, Republic of Moldova
Austria, Slovak Republic, Bulgaria, Hungary, Poland, Romania, Republic of Moldova

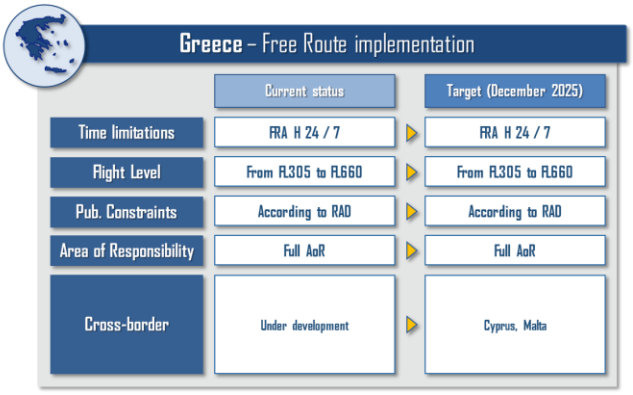

Denmark – Free Route implementation
Current status
Target (December 2025)
Time limitations
FRA H 24 / 7
FRA H 24 / 7
Flight Level
From FL285 to FL 660
From FL285 to FL 660
Pub. Constraints
From Maastricht UAC and Karlsruhe UAC only TFC departing or arriving in DK/SE FAB are eligible for cross-border FRA flight planning.
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
Full AoR
Cross-border
Germany, Latvia, Norway, Sweden, MUAC
Germany, Latvia, Norway, Sweden, MUAC


Estonia – Free Route implementation
Current status
Target (December 2025)
Time limitations
FRA H 24 / 7
FRA H 24 / 7
Flight Level
From FL095 to FL660 (excl Tallinn TMA and Helsinki TMA)
From FL095 to FL660 (excl Tallinn TMA and Helsinki TMA)
Pub. Constraints
Restrictions Estonian AIP ENR3.3, ENR1 FRA General procedures, ENR 3.5, ENR4.4 (FRA relevance)
Restrictions Estonian AIP ENR3.3, ENR1 FRA General procedures, ENR 3.5, ENR4.4 (FRA relevance)
Area of Responsibility
Tallinn FIR, NEFRA
Tallinn FIR, NEFRA
Cross-border
Finland, Latvia, Sweden
Finland, Latvia, Sweden


Finland – Free Route implementation
Current status
Target (December 2025)
Time limitations
FRA H 24 / 7
FRA H 24 / 7
Flight Level
From FL095 to FL660
From FL095 to FL660
Pub. Constraints
According to RAD
According to RAD
Area of Responsibility
Full AoR
Full AoR
Cross-border
Denmark, Estonia, Latvia, Norway, Sweden
Denmark, Estonia, Iceland, Latvia, Norway, Sweden, United Kingdom


France – Free Route implementation
Current status
Target (December 2025)
Time limitations
FRA H 24/7 where implemented
FRA H 24 / 7
Flight Level
FL 195 + where implemented
FL195+
Pub. Constraints
According to RAD
According to RAD
Area of Responsibility
Brest ACC (Atlantic sectors), Bordeaux ACC, Paris ACC (LMH sectors), Marseille ACC (SE sectors), Reims ACC (SE sectors)
All UIR France except the western continental part of Brest ACC and associated (vertitraffic flows) sectors of Paris ACC
Cross-border
Switzerland (Zurich ACC)
Maastricht UAC, Switzerland (Zurich ACC and Geneva ACC)


Germany – Free Route implementation
Current status
Target (December 2025)
Time limitations
FRA H 24 / 7
FRA H 24 / 7
Flight Level
From FL245 to FL660
From FL245 to FL660
Pub. Constraints
According to RAD
According to RAD
Area of Responsibility
Full AoR
Full AoR
Cross-border
Denmark, Maastricht UAC, Sweden, Switzerland
Austria, Czech Republic, Denmark, Maastricht UAC, Sweden, Switzerland


Greece – Free Route implementation
Current status
Target (December 2025)
Time limitations
FRA H 24 / 7
FRA H 24 / 7
Flight Level
From FL305 to FL660
From FL305 to FL660
Pub. Constraints
According to RAD
According to RAD
Area of Responsibility
Full AoR
Full AoR
Cross-border
Under development
Cyprus, Malta

Hungary – Free Route implementation

	Current status	Target (December 2025)
Time limitations	FRA H 24 / 7	FRA H 24 / 7
Flight Level	From FL 095 to FL660	From FL 095 to FL660
Pub. Constraints	According to RAD	According to RAD
Area of Responsibility	Full AoR	Full AoR
Cross-border	Austria, Bulgaria, Czech Republic, Moldova, Romania, Slovak Republic	Austria, Bulgaria, **Croatia**, Czech Republic, Moldova, Romania, **Serbia**, Slovak Republic

Ireland – Free Route implementation

	Current status	Target (December 2025)
Time limitations	FRA H 24 / 7	FRA H 24 / 7
Flight Level	From FL075 to FL660	From FL075 to FL660
Pub. Constraints	According to RAD	According to RAD
Area of Responsibility	Shannon FIR	Shannon FIR
Cross-border	United Kingdom	**Denmark, Estonia, Finland, Iceland, Latvia, Norway, Sweden,** United Kingdom

Italy – Free Route implementation

	Current status	Target (December 2025)
Time limitations	FRA H 24 / 7	FRA H 24 / 7
Flight Level	From FL305 to FL660	From FL195 to FL660
Pub. Constraints	According to RAD	According to RAD
Area of Responsibility	Full AoR	Full AoR
Cross-border	**Albania, Austria, Bosnia and Herzegovina, Croatia, Czech Republic, Hungary, Montenegro, North Macedonia, Serbia, Slovak Republic, Slovenia**	Albania, Austria, Bosnia and Herzegovina, Croatia, Czech Republic, Hungary, **Malta**, Montenegro, North Macedonia, Serbia, Slovak Republic, Slovenia

Latvia – Free Route implementation

	Current status	Target (December 2025)
Time limitations	FRA H 24 / 7	FRA H 24 / 7
Flight Level	From FL095 to FL660	From FL095 to FL660
Pub. Constraints	According to RAD	According to RAD
Area of Responsibility	Full AoR	Full AoR
Cross-border	**Denmark, Estonia, Finland, Iceland, Ireland, Norway, Sweden, United Kingdom**	Denmark, Estonia, Finland, Iceland, Ireland, Norway, Sweden, United Kingdom

Lithuania – Free Route implementation

	Current status	Target (December 2025)
Time limitations	FRA H 24 / 7	FRA H 24 / 7
Flight Level	From FL095 to FL660	From FL095 to FL660
Pub. Constraints	According to RAD	According to RAD
Area of Responsibility	Full AoR	Full AoR
Cross-border	Poland	**Estonia, Finland, Latvia, Norway,** Poland

Luxembourg – Free Route implementation

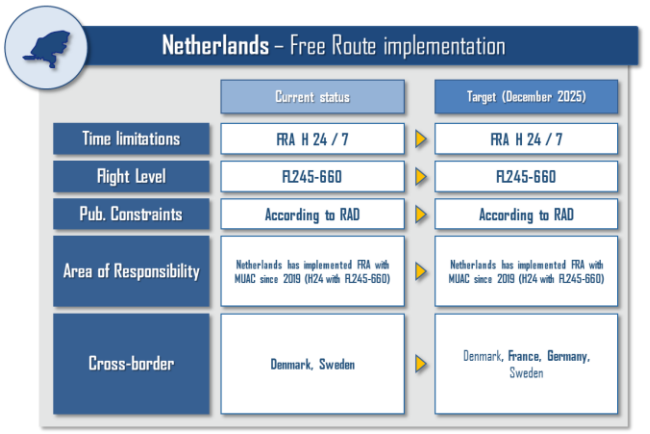
	Current status	Target (December 2025)
Time limitations	FRA H 24 / 7	FRA H 24 / 7
Flight Level	FL245-660	FL245-660
Pub. Constraints	According to RAD	According to RAD
Area of Responsibility	Luxembourg has implemented FRA with MUAC since 2019 (H24 with FL245-660)	Luxembourg has implemented FRA with MUAC since 2019 (H24 with FL245-660)
Cross-border	Denmark, Sweden	Denmark, **France, Germany,** Sweden, **United Kingdom**

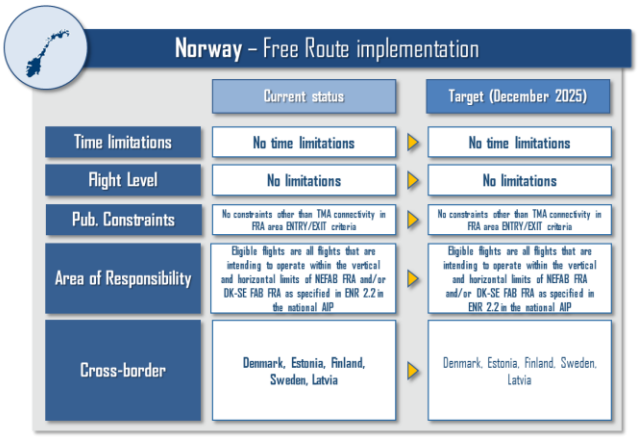
Malta – Free Route implementation

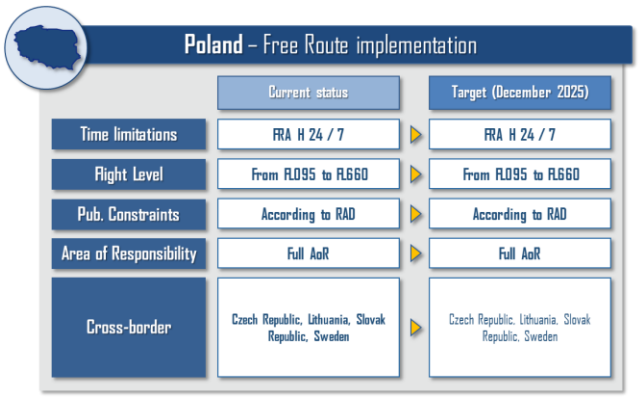
	Current status	Target (December 2025)
Time limitations	FRA H 24 / 7	FRA H 24 / 7
Flight Level	From FL195 to FL660	From FL195 to FL660
Pub. Constraints	According to RAD	According to RAD
Area of Responsibility	Full AoR	Full AoR
Cross-border	Under development	Greece, Italy

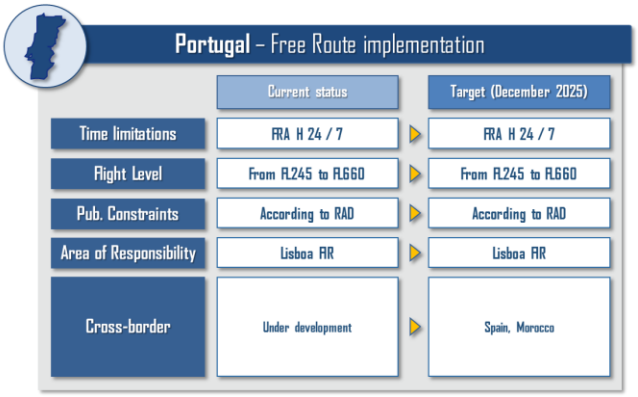
MUAC Region – Free Route implementation

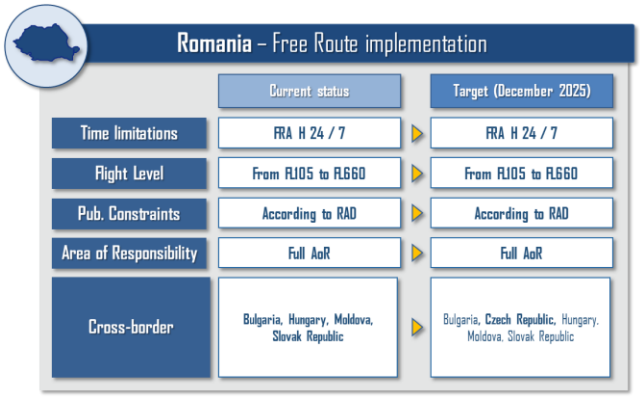
	Current status	Target (December 2025)
Time limitations	FRA H 24 / 7	FRA H 24 / 7
Flight Level	FL245/FL660	FL245/FL660
Pub. Constraints	According to RAD	According to RAD
Area of Responsibility	MUAC AoR (except French del. Airspace)	MUAC AoR (except French del. Airspace)
Cross-border	Denmark, Germany, Sweden	Denmark, **France,** Germany, Sweden

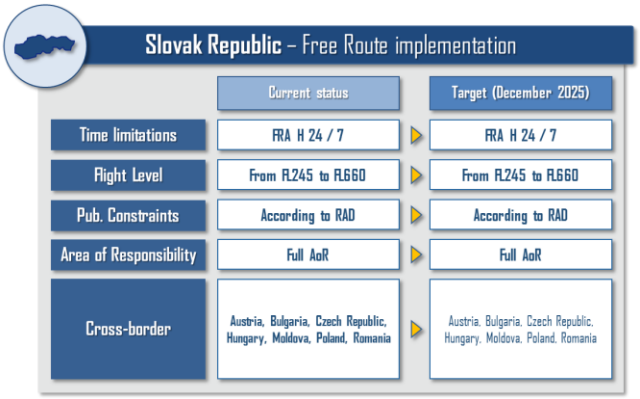

Netherlands – Free Route implementation
Current status
Target (December 2025)
Time limitations
FRA H 24 / 7
FRA H 24 / 7
Flight Level
FL245-660
FL245-660
Pub. Constraints
According to RAD
According to RAD
Area of Responsibility
Netherlands has implemented FRA with MUAC since 2019 (H24 with FL245-660)
Netherlands has implemented FRA with MUAC since 2019 (H24 with FL245-660)
Cross-border
Denmark, Sweden
Denmark, France, Germany, Sweden

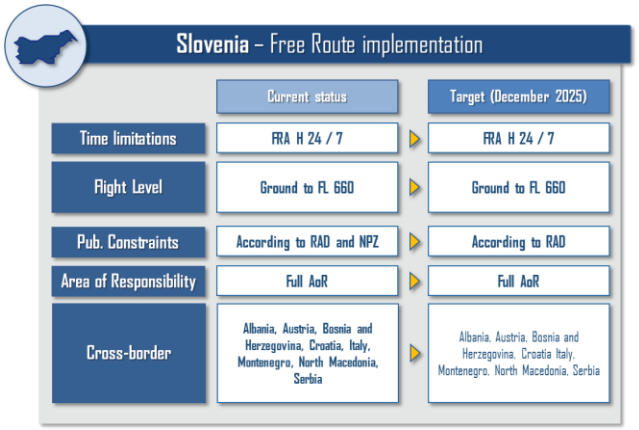

Norway – Free Route implementation
Current status
Target (December 2025)
Time limitations
No time limitations
No time limitations
Flight Level
No limitations
No limitations
Pub. Constraints
No constraints other than TMA connectivity in FRA area ENTRY/EXIT criteria
No constraints other than TMA connectivity 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
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, Estonia, Finland, Sweden, Latvia
Denmark, Estonia, Finland, Sweden, Latvia

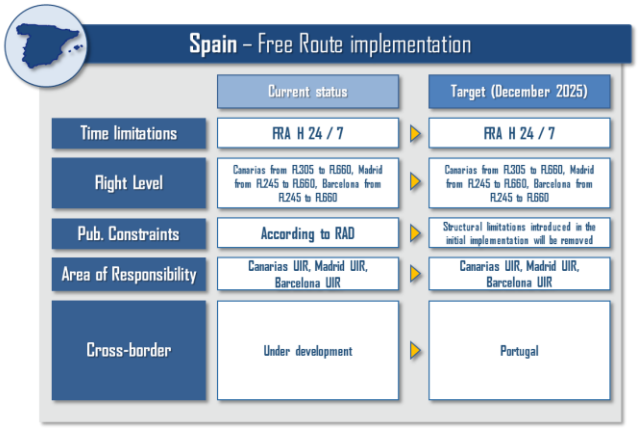

Poland – Free Route implementation
Current status
Target (December 2025)
Time limitations
FRA H 24 / 7
FRA H 24 / 7
Flight Level
From FL095 to FL660
From FL095 to FL660
Pub. Constraints
According to RAD
According to RAD
Area of Responsibility
Full AoR
Full AoR
Cross-border
Czech Republic, Lithuania, Slovak Republic, Sweden
Czech Republic, Lithuania, Slovak Republic, Sweden

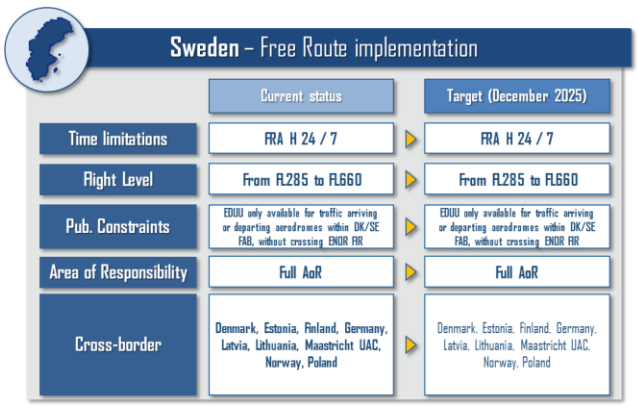

Portugal – Free Route implementation
Current status
Target (December 2025)
Time limitations
FRA H 24 / 7
FRA H 24 / 7
Flight Level
From FL245 to FL660
From FL245 to FL660
Pub. Constraints
According to RAD
According to RAD
Area of Responsibility
Lisboa FIR
Lisboa FIR
Cross-border
Under development
Spain, Morocco

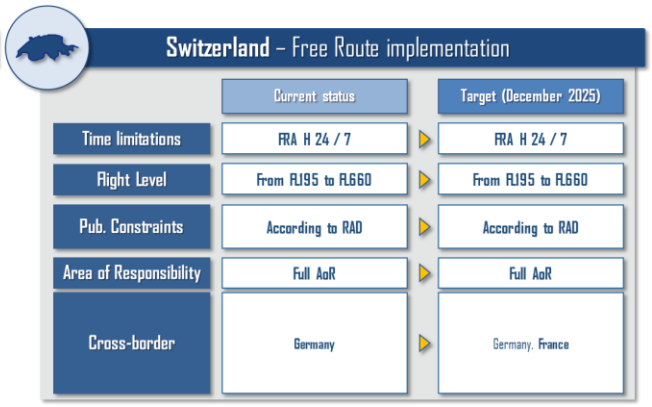

Romania – Free Route implementation
Current status
Target (December 2025)
Time limitations
FRA H 24 / 7
FRA H 24 / 7
Flight Level
From FL105 to FL660
From FL105 to FL660
Pub. Constraints
According to RAD
According to RAD
Area of Responsibility
Full AoR
Full AoR
Cross-border
Bulgaria, Hungary, Moldova, Slovak Republic
Bulgaria, Czech Republic, Hungary, Moldova, Slovak Republic


Slovak Republic – Free Route implementation
Current status
Target (December 2025)
Time limitations
FRA H 24 / 7
FRA H 24 / 7
Flight Level
From FL245 to FL660
From FL245 to FL660
Pub. Constraints
According to RAD
According to RAD
Area of Responsibility
Full AoR
Full AoR
Cross-border
Austria, Bulgaria, Czech Republic, Hungary, Moldova, Poland, Romania
Austria, Bulgaria, Czech Republic, Hungary, Moldova, Poland, Romania


Slovenia – Free Route implementation
Current status
Target (December 2025)
Time limitations
FRA H 24 / 7
FRA H 24 / 7
Flight Level
Ground to FL 660
Ground to FL 660
Pub. Constraints
According to RAD and NPZ
According to RAD
Area of Responsibility
Full AoR
Full AoR
Cross-border
Albania, Austria, Bosnia and Herzegovina, Croatia, Italy, Montenegro, North Macedonia, Serbia
Albania, Austria, Bosnia and Herzegovina, Croatia Italy, Montenegro, North Macedonia, Serbia


Spain – Free Route implementation
Current status
Target (December 2025)
Time limitations
FRA H 24 / 7
FRA H 24 / 7
Flight Level
Canarias from FL305 to FL660, Madrid from FL245 to FL660, Barcelona from FL245 to FL660
Canarias from FL305 to FL660, Madrid from FL245 to FL660, Barcelona from FL245 to FL660
Pub. Constraints
According to RAD
Structural limitations introduced in the initial implementation will be removed
Area of Responsibility
Canarias UIR, Madrid UIR, Barcelona UIR
Canarias UIR, Madrid UIR, Barcelona UIR
Cross-border
Under development
Portugal


Sweden – Free Route implementation
Current status
Target (December 2025)
Time limitations
FRA H 24 / 7
FRA H 24 / 7
Flight Level
From FL285 to FL660
From FL285 to FL660
Pub. Constraints
EDUU only available for traffic arriving or departing aerodromes within DK/SE FAB, without crossing ENOR FIR
EDUU only available for traffic arriving or departing aerodromes within DK/SE FAB, without crossing ENOR FIR
Area of Responsibility
Full AoR
Full AoR
Cross-border
Denmark, Estonia, Finland, Germany, Latvia, Lithuania, Maastricht UAC, Norway, Poland
Denmark, Estonia, Finland, Germany, Latvia, Lithuania, Maastricht UAC, Norway, Poland

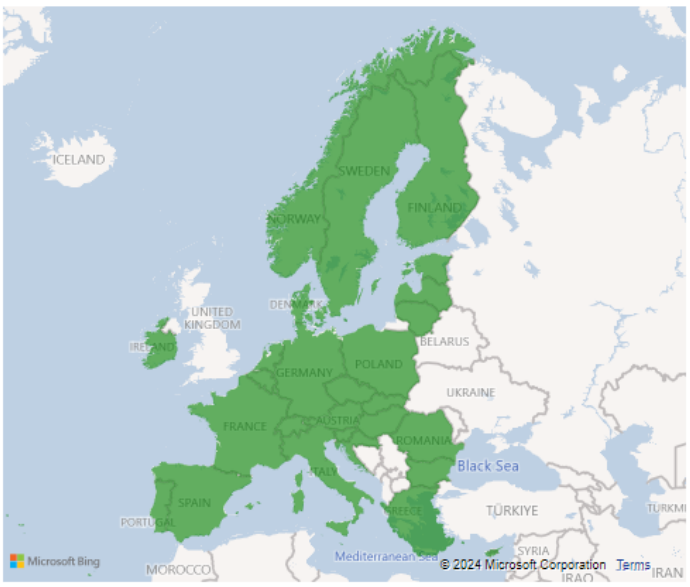

Switzerland – Free Route implementation
Current status
Target (December 2025)
Time limitations
FRA H 24 / 7
FRA H 24 / 7
Flight Level
From FL195 to FL660
From FL195 to FL660
Pub. Constraints
According to RAD
According to RAD
Area of Responsibility
Full AoR
Full AoR
Cross-border
Germany
Germany, France

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

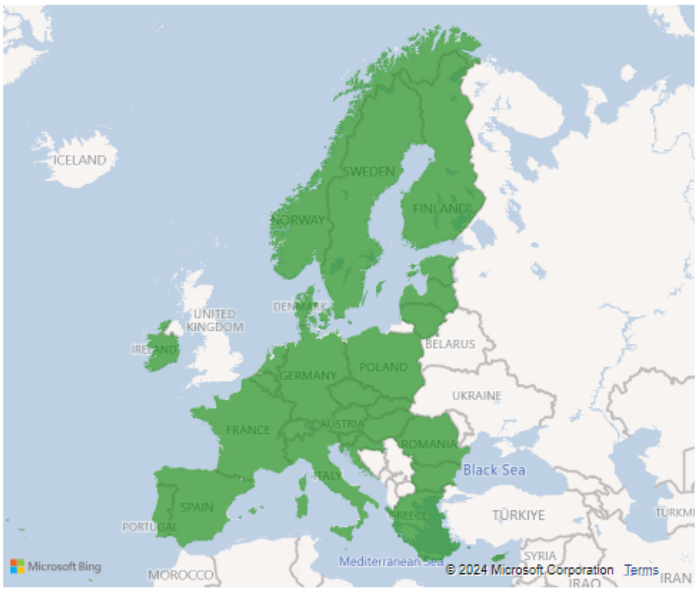
Country	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	ANSP
Austria	100	0	0	0	May 2022	
Belgium	100	0	0	0	December 2022	
Bulgaria	100	0	0	0	December 2022	
Croatia	100	0	0	0	December 2022	
Cyprus	100	0	0	0	June 2022	
Czech Republic	100	0	0	0	December 2018	
Denmark	100	0	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	8	12

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	90	0	10	0	June 2025		
Barcelona-El Prat Josep Tarradellas	86	7	7	0	March 2025		
Berlin Brandenburg	86	11	3	0	June 2025		
Brussels National	71	24	5	0	March 2025		
Copenhagen Kastrup *	91	6	3	0	March 2025		
Dublin Airport	67	27	6	0	December 2025		
Düsseldorf Airport	83	11	6	0	September 2025		
Frankfurt am Main	100	0	0	0	August 2024		
Madrid-Barajas Adolfo Suárez	100	0	0	0	July 2024		
Milan Malpensa*	89	9	2	0	March 2025		
Munich Franz Josef Strauss	86	11	3	0	June 2025		
Nice Côte D'Azur	100	0	0	0	August 2024		
Palma de Mallorca	75	18	7	0	June 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 2025		
Vienna Schwechat	100	0	0	0	December 2023		
Zürich Kloten	22	38	40	0	December 2027		

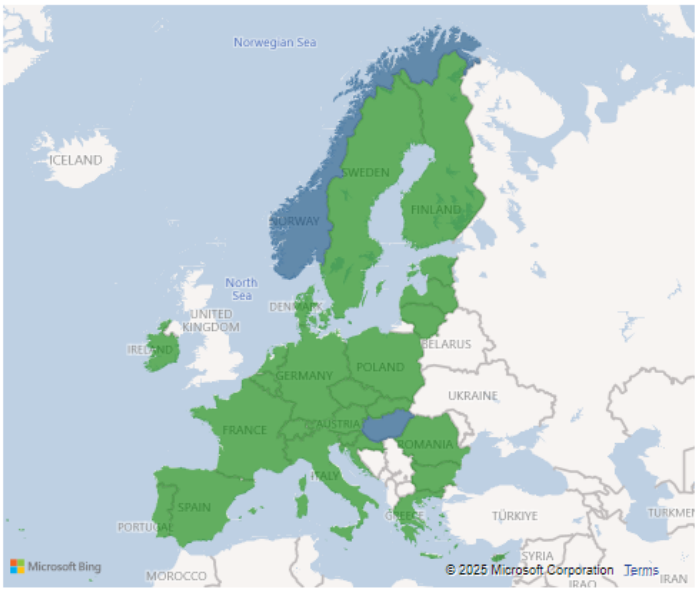
** Copenhagen Kastrup and Milan Malpensa completed the iAOP/NOP integration at the end of March 2025.*

	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

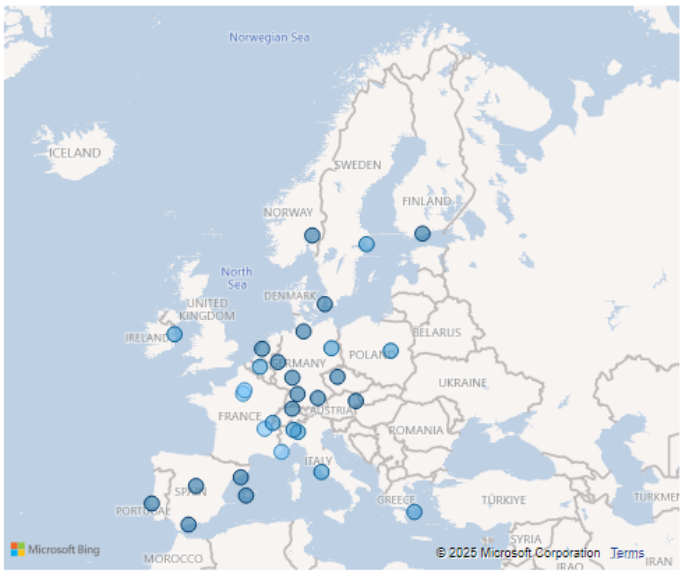
Country	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	ANSP
Austria	100	0	0	0	May 2022	
Belgium	100	0	0	0	December 2022	
Bulgaria	100	0	0	0	November 2020	
Croatia	100	0	0	0	December 2023	
Cyprus	100	0	0	0	December 2023	
Czech Republic	100	0	0	0	April 2023	
Denmark	100	0	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	April 2025	
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	53	0	47	0	December 2027		
Athens Eleftherios Venizelos	48	0	52	0	December 2027		
Barcelona-El Prat Josep Tarradellas	51	25	24	0	December 2027		
Berlin Brandenburg	48	0	52	0	December 2027		
Brussels National	48	0	52	0	December 2027		
Copenhagen Kastrup	59	17	24	0	December 2027		
Dublin Airport	48	0	52	0	December 2027		
Düsseldorf Airport	51	25	24	0	December 2027		
Frankfurt am Main	51	25	24	0	December 2027		
Geneva Airport	48	0	0	52	*		
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	51	25	24	0	December 2027		
Málaga Costa del Sol	51	25	24	0	December 2027		
Milan Linate	48	0	52	0	December 2027		
Milan Malpensa	48	0	52	0	December 2027		
Munich Franz Josef Strauss	51	25	24	0	December 2027		
Nice Côte D'Azur	14	21	65	0	December 2027		
Oslo Gardermoen	52	32	16	0	December 2027		
Palma de Mallorca	51	25	24	0	December 2027		
Paris Charles de Gaulle	14	21	65	0	December 2027		
Paris Orly	14	21	65	0	December 2027		
Prague Václav Havel	51	25	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 Schwechat	59	17	24	0	December 2027		
Warsaw Chopin Airport	48	0	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
25	75	0	0	December 2027	

AF5 – SWIM

Family 5.1.1 - Common 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* addresses 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. To this end, the following section reports on the latest developments and results stemming from multi-Stakeholder initiative, coordinated by SDM under the Framework Partnership Agreement.

2017 084 AF5 - SWIM Common PKI and policies & procedures for establishing a Trust framework

This multi-Stakeholder initiative, awarded in 2017 CEF Transport Call, was successfully completed in June 2022.

The project aimed to deploy 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 PKI and its associated trust framework (the EACP), are required to sign, emit and maintain digital certificates and validation services, either implemented locally or as a common service.

The project reached the following objectives:

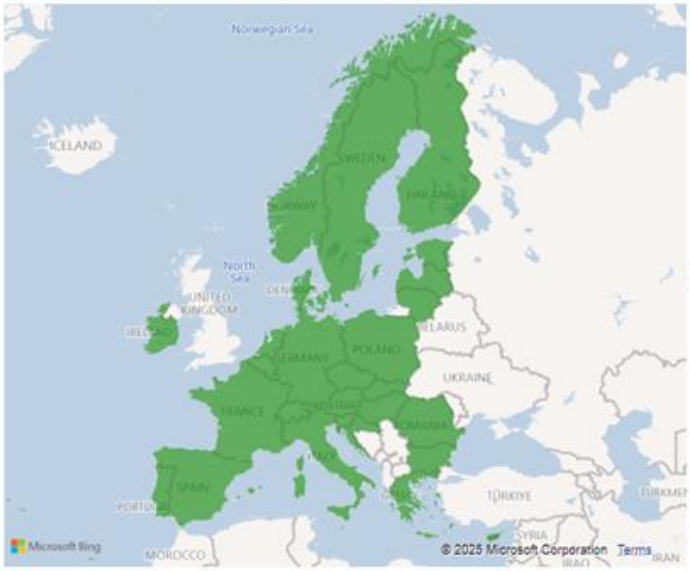
- The Call for Tender Material for the deployment of the first EACP solution was developed.
- The SWIM Common PKI policies & procedures for establishing a trust framework was agreed and consulted with the mandated Stakeholders through the SDM consultation platform;
- A complete set of documents detailing how the EACP will be deployed and developed was published;
- A "Declaration of Interest" for joining the founding members of the EACP was issued.

The call for tender was launched in 2023 to select a contractor to perform the day-to-day EACP operations, in line with the deployment deadline of CP1 Sub AF 5.1 - *Common infrastructure components*. The EACP provider was successfully selected in 2024 and the Family was fully deployed by December 2024.

Currently, 44 organisations (ANSPs, airports, airspace users, manufacturers, and aviation MET service providers) have responded positively to using the EACP. In this respect, a first set of training sessions regarding the use of the EACP (European Aviation Common Public Key Infrastructure) has been delivered in the course of 2024, and a second campaign is planned for June 2025.

5.1.1 - Common SWIM PKI and cyber security

CP1 Target date	Total # of closed gaps	Total # of open gaps
December 2024	1	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

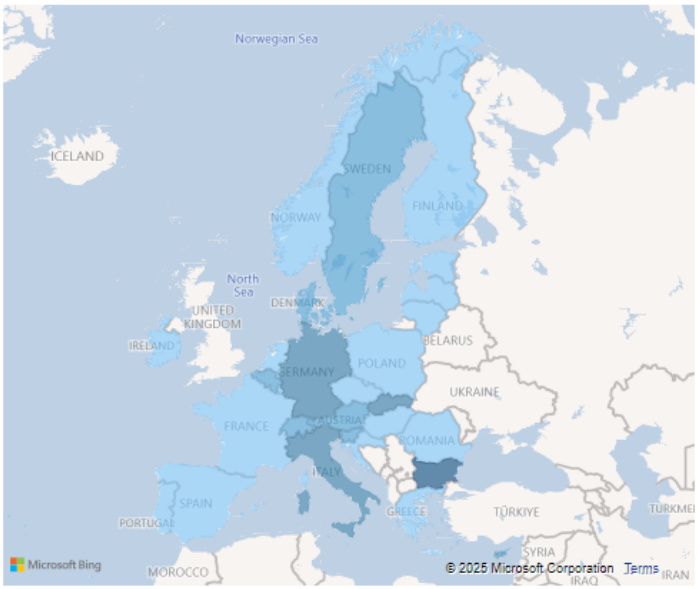
- Completed with CEF Funding
- Completed without CEF Funding
- Fully covered by CEF Funding
- Ongoing with CEF Funding
- Ongoing without CEF Funding
- Planned
- Not Yet Planned
- Not applicable

Country	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	ANSP
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	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

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Country	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	ANSP	Airport Operator	MET
Austria	33	34	34	0	December 2025			
Belgium	40	49	11	0	December 2025			
Bulgaria	98	2	0	0	December 2025			
Croatia	6	55	39	0	December 2025			
Cyprus	34	7	59	0	December 2030			
Czech Republic	11	48	41	0	December 2025			
Denmark	38	48	13	0	December 2025			
Estonia	18	70	12	0	December 2025			
Finland	12	17	71	0	December 2025			
France	9	51	7	33	*			
Germany	66	21	13	0	December 2025			
Greece	2	15	83	0	December 2028			
Hungary	1	9	90	0	December 2026			
Ireland	10	64	20	6	*			
Italy	54	36	10	0	December 2025			
Latvia	6	4	91	0	March 2026			
Lithuania	16	84	0	0	December 2025			
Luxembourg	12	25	63	0	December 2025			
Maastricht UAC	10	90	0	0	December 2025			
Malta	3	26	71	0	December 2025			
Netherlands	9	32	60	0	December 2025			
Norway	23	71	0	7	*			
Poland	24	25	51	0	December 2025			
Portugal	13	54	33	0	December 2025			
Romania	16	63	20	0	December 2025			
Slovak Republic	55	45	0	0	December 2025			
Slovenia	31	60	10	0	December 2025			
Spain	18	41	41	0	December 2025			
Sweden	39	20	41	0	December 2025			
Switzerland	42	47	6	6	*			

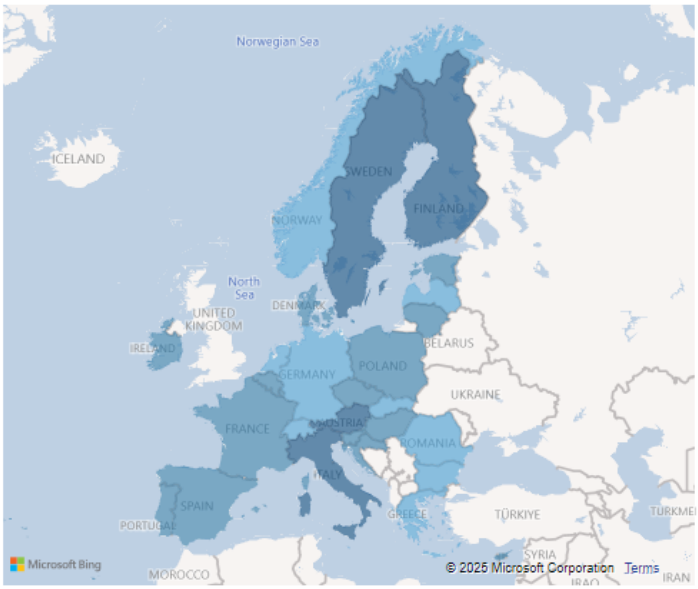
** The remaining scope of the Gap is Not yet Planned*

	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	Network Manager
Network Manager	90	10	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	79	16	5	0	April 2026		
Belgium	66	20	14	0	December 2028		
Bulgaria	45	0	55	0	December 2027		
Croatia	56	33	11	0	May 2026		
Cyprus	56	28	16	0	December 2028		
Czech Republic	72	17	11	0	December 2026		
Denmark	62	26	12	0	December 2025		
Estonia	73	11	16	0	December 2029		
Finland	79	16	6	0	December 2029		
France	70	17	13	1	*		
Germany	33	0	0	67	*		
Greece	32	8	60	0	December 2028		
Hungary	64	8	28	0	December 2028		
Ireland	56	35	9	0	May 2026		
Italy	76	19	5	0	December 2025		
Latvia	43	41	16	0	December 2027		
Lithuania	72	22	6	0	December 2025		
Luxembourg	56	6	38	0	December 2025		
Maastricht UAC	55	11	35	0	December 2027		
Malta	30	54	16	0	June 2030		
Netherlands	27	54	19	0	December 2028		
Norway	49	3	17	32	*		
Poland	75	14	11	0	December 2025		
Portugal	68	11	22	0	May 2026		
Romania	39	33	28	0	December 2026		
Slovak Republic	45	33	22	0	March 2030		
Slovenia	62	27	11	0	December 2025		
Spain	70	17	14	0	December 2025		
Sweden	78	17	5	0	May 2026		
Switzerland	35	3	32	30	*		

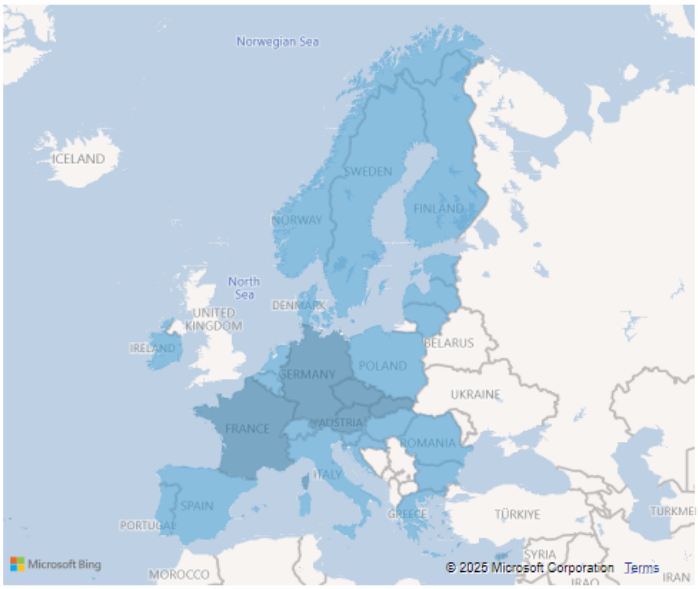
** The remaining scope of the Gap is Not yet Planned*

	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	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

Country	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	ANSP	MET
Austria	54	28	18	0	September 2028		
Belgium	37	18	45	0	December 2028		
Bulgaria	48	21	31	0	December 2025		
Croatia	49	35	16	0	December 2025		
Cyprus	36	12	51	1	*		
Czech Republic	56	27	17	0	December 2025		
Denmark	41	35	24	0	December 2025		
Estonia	31	40	29	0	December 2025		
Finland	33	32	35	0	December 2029		
France	58	20	22	0	December 2025		
Germany	57	30	13	0	December 2027		
Greece	39	9	42	10	*		
Hungary	48	33	19	0	December 2028		
Ireland	46	35	19	0	December 2029		
Italy	50	29	21	0	December 2025		
Latvia	26	34	40	0	December 2026		
Lithuania	35	43	22	0	December 2025		
Luxembourg	38	21	41	0	December 2027		
Maastricht UAC	52	4	44	0	December 2027		
Malta	5	40	35	20	*		
Netherlands	50	17	33	0	December 2027		
Norway	27	14	10	49	*		
Poland	39	23	38	0	December 2025		
Portugal	45	34	16	5	*		
Romania	46	31	12	11	*		
Slovak Republic	58	25	17	0	December 2025		
Slovenia	43	28	29	0	December 2025		
Spain	46	13	41	0	December 2025		
Sweden	40	38	22	0	December 2025		
Switzerland	46	16	30	8	*		

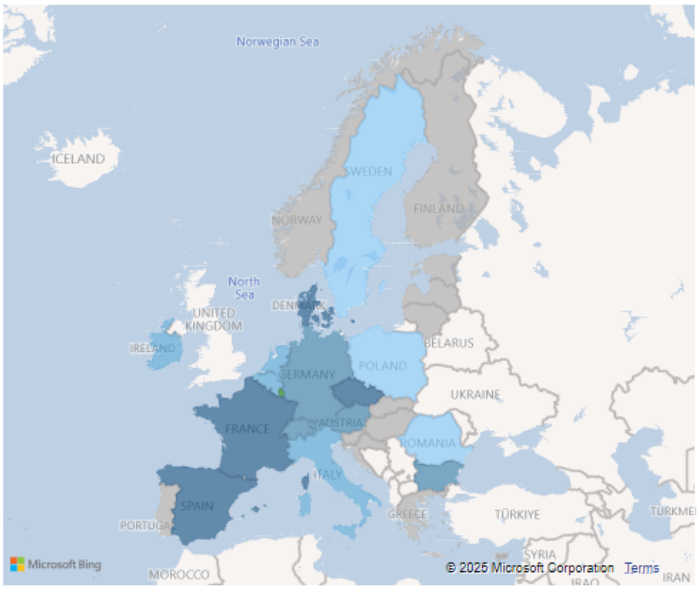
** The remaining scope of the Gap is Not yet Planned*

	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	Network Manager
Network Manager	17	0	83	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	3	15



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	December 2025		
Belgium	39	35	26	0	December 2025		
Bulgaria	55	30	15	0	December 2025		
Croatia	0	0	0	0			
Cyprus	0	0	0	0			
Czech Republic	85	10	5	0	December 2027		
Denmark	80	0	20	0	July 2025		
Estonia	0	0	0	0			
Finland	0	0	0	0			
France	96	0	4	0	December 2025		
Germany	63	20	17	0	December 2025		
Greece	0	0	0	0			
Hungary	0	0	0	0			
Ireland	39	29	32	0	June 2026		
Italy	31	45	24	0	December 2025		
Latvia	0	0	0	0			
Lithuania	0	0	0	0			
Luxembourg	100	0	0	0	October 2022		
Maastricht UAC	100	0	0	0	December 2021		
Malta	0	0	0	0			
Netherlands	45	0	55	0	December 2025		
Norway	0	0	0	0			
Poland	5	48	47	0	December 2025		
Portugal	0	0	0	0			
Romania	11	16	73	0	December 2025		
Slovak Republic	0	0	0	0			
Slovenia	0	0	0	0			
Spain	97	1	2	0	December 2025		
Sweden	14	41	46	0	December 2025		
Switzerland	54	7	9	30	*		

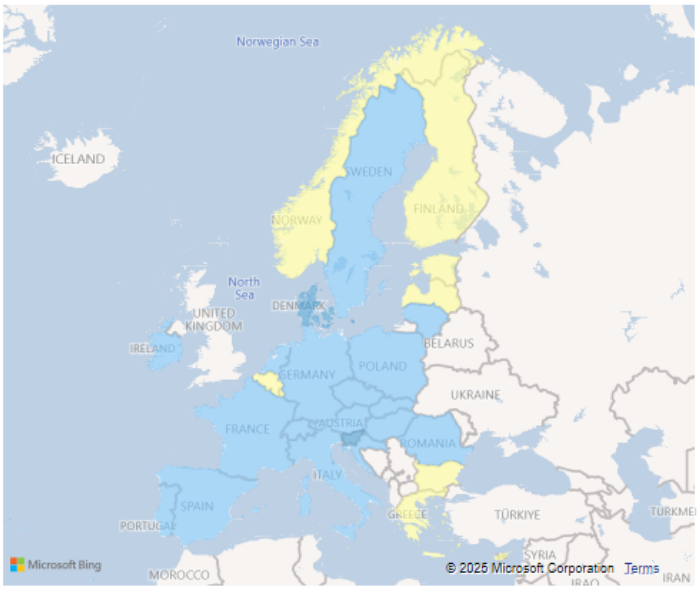
** The remaining scope of the Gap is Not yet Planned*

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

Family 5.6.1 - Flight Information Exchange

5.6.1 Flight 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
Austria	13	7	80	0	September 2028	
Belgium	0	0	100	0	December 2028	
Bulgaria	0	0	100	0	June 2028	
Croatia	20	60	20	0	March 2028	
Cyprus	0	0	100	0	December 2030	
Czech Republic	15	45	40	0	December 2028	
Denmark	38	32	15	15	*	
Estonia	0	0	100	0	December 2029	
Finland	0	0	100	0	December 2029	
France	11	4	5	80	*	
Germany	13	37	50	0	December 2032	
Greece	0	0	100	0	December 2028	
Hungary	24	53	23	0	December 2028	
Ireland	17	33	50	0	December 2029	
Italy	21	59	20	0	December 2028	
Latvia	0	0	100	0	December 2029	
Lithuania	20	60	20	0	December 2032	
Luxembourg	0	0	100	0	December 2029	
Maastricht UAC	14	40	13	33	*	
Malta	0	0	67	33	*	
Netherlands	8	22	70	0	December 2031	
Norway	0	0	63	37	*	
Poland	13	38	13	37	*	
Portugal	4	13	83	0	March 2030	
Romania	20	60	20	0	December 2025	
Slovak Republic	15	45	40	0	March 2030	
Slovenia	40	40	20	0	December 2025	
Spain	16	54	30	0	December 2029	
Sweden	8	2	90	0	January 2029	
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

The SWIM requirements' awareness has increased, as demonstrated by the grown number of countries which are addressing the planning and deployment of SWIM services. In fact, the number of available SWIM Services is increasing within the European SWIM registry and more than 100 SWIM services are expected to be available by 2025.

The services in the SWIM Registry are currently made available by the Network Manager and MET Providers. 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, mitigating their limited 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 a collaborative effort in the Aeronautical Information SWIM service Subgroup (A3SG), the definition and description of the services to be deployed have progressed significantly. Moreover, the reported progress of Aeronautical Information Management (AIM) services (Digital NOTAM service, Aerodrome Mapping service, Aeronautical Information Feature service) is increasing thanks to the CEF IP 2022_014_AF5 "ACADIA", awarded in the frame of CLEAN ATM initiative (CEF2 2022), and contributed by a wide number of implementing partners and NM. This project is supporting the Stakeholders meeting the implementation deadline for 15 countries (Austria, Cyprus, Czech Republic, Estonia, Greece, France, Ireland, Italy, Latvia, Malta, Netherlands, Poland, Portugal, Spain, and Sweden). For the timely provision of Aeronautical Information Management (AIM) SWIM services, there are some potential integration challenges between eEAD and the relevant AISPs systems. To address and mitigate any issue, SDM launched a dedicated supporting initiative regarding AIM SWIM services deployment. First meeting took place on 27th May 2025 to address the topics with the impacted operational Stakeholders.

  On the other hand, with regards to the Airspace Management (ASM) services, whose implementation is quite advanced and supported by the CEF IP 2022_020_AF5 "ASM SWIM" involving implementing partners from 10 countries (Austria, Croatia, France, Ireland, Malta, Lithuania, Poland, Portugal, Spain and Sweden), the implementation of ARES service consumption by the ATC system is expected to be deployed beyond the CP1 target date by several Stakeholders due to the technical complexities determined by the fact that the ATC systems shall consume the information related to the real-time activation and deactivation of ARES directly from the local ASM tool (e.g., LARA) in order to display the airspace reservation data in real time on the ATCOs CWPs. The majority of ANSPs are in the phase of upgrading their ATC systems, and this impacting activity is foreseen to exceed 2025. As an interim solution, as also specified in the SDP 2024, it is possible to deploy a translation mechanism that can ensure a direct exchange of ASM data in real time between the local ASM tool (e.g., LARA) and the legacy ATC system. A second element to monitor for the ARES implementation is the exchange of cross-border airspace reservations and openings. As a state-to-state agreement is a prerequisite for the technical implementation, it is foreseen that the implementation of this requirement could suffer delays, as some ANSPs have not engaged yet with the neighbouring Stakeholders to establish the required bilateral agreements.

- **Family 5.4.1 – *Meteorological Information Exchange*** is steadily progressing by MET service providers; in fact, several SWIM services are already published in the SWIM registry. This implementation is also supported by the multi-Stakeholder CEF IP 2023_541_AF5 "*Common Proposal - 5.4.1 Meteorological Information Exchange*", involving the operational Stakeholders of 3 countries (Spain, Lithuania, and Sweden). However, delays affecting Family 5.4.1 are mainly driven by the necessary upgrade of the Flight Data Processing (FDP) systems, a core component of each ATM system, which must have the capacity to use MET information such as gridded upper wind information (for trajectory or flight profile calculations) and/or local pressure measurements (QNH).
  Moreover, a dedicated document was developed and liaised among the different communities of Stakeholders (MET Providers, Pilots, CFSPs, Flight Dispatch, ANSPs) for the four SWIM MET

information services in scope of Family 5.4.1, describing use cases of meteorological data in today's operations. The aim was to reach a better common understanding of how the current legacy datasets are used and to identify needs for future, enhanced services to support more efficient and safe flight operations.
SDM also launched a dedicated MET SWIM survey in November 2024, following the risks management plan meetings where the information was preliminary shared and explained to the operational Stakeholders, to get a deeper knowledge of the technical implementation planned by the Stakeholders. This survey, which could also be used as a checklist to evaluate the national plans, was answered by Stakeholders. SDM provides, based on the feedback, tailored support and information on how to implement CP1-compliant systems.

Finally, in order to support the implementation of the Network Meteorological Information Service, a multistakeholder initiative, the CBCF (Cross Border Convection Forecast) project, was started. The project is led by EUMETNET and contributed by 24 METPs using the EuFoCS (European Forecast Collaboration System). The provision of the information became operational in 2024 and it is expected that Network Manager will have the technical capability to consume the information within the CP1 target date in 2025.

- **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 (ANSP, AO, AU) 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 (with the exception of 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. Regarding the Flight Management Service, SDM and NM, in collaboration with ACI, have launched a campaign to gather the implementation activities' planning from the Stakeholders and their readiness to carry out the B2B data exchange validation with Network Manager by 2025.

- **Family 5.6.1 – *Flight Information Exchange*** includes the three FF-ICE SWIM services and the Extended Arrival Sequence SWIM service. FF-ICE implementation is supported by the multi-stakeholder CEF IP 2022_035_AF5 "FF-ICE R1 - eFPL" through which Europe is pioneering the deployment of FF-ICE concept starting with Release 1 involving 4 countries (France, Germany, Poland, and Romania) and 2 airspace users (Air France and KLM).
FF-iCE transition foresees the involvement of several Stakeholders (NM, AUs, ANSPs) from flight plan origination to its distribution to the impacted ATSU. The roll-out of FF-ICE/R1 will be gradual, ground Stakeholders will update their system transitioning to FF-ICE both through updates and implementations of new systems since, in most of the cases, the legacy ATM systems are not capable to process eFPL data and make operational use of the additional information provided in the eFPL. Initial steps will include data exchange via SWIM, setting up SWIM Access Points, and partial system integrations, laying the groundwork for comprehensive implementation including the modifications of systems and procedures to make use of the new information provided through eFPL.

  An FF-ICE/R1 deployment initiative has been launched and the second FF-ICE/R1 implementation roadmap elaborated. It contains detailed information gathered from the operational Stakeholders on their progress and plans. The delay in the implementation of this Family is evident and the foreseen implementation dates vary within 2028-2032 timeframe for most Stakeholders. However, Czech Republic, Romania, Slovenia report to be completed within the deployment deadline. The airborne information received, through ad hoc questionnaire, is limited. However, it can be stated that most of the respondent AUs will comply with the mandate by 2025-2026. There will also be several ANSPs who will be partially completed by 2025. In fact, the implementation and transition to eFPL cannot be seen as a big-bang deployment but rather as a phased iterative approach to achieve the full implementation.

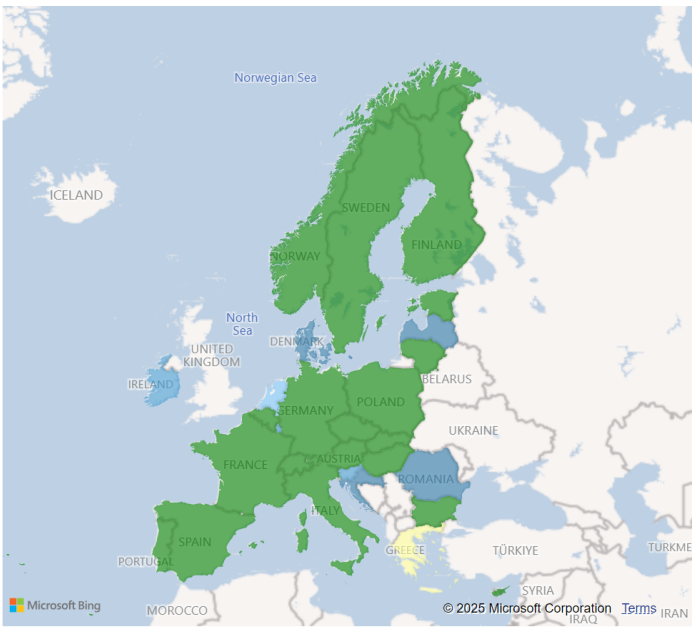
  The delays are confirmed (with an average of 3.7 years of delay compared to the 31st December 2025 mandating date, and the last States planning for the end of implementation by 2032). The FF-ICE/R1 roadmap also incorporates a range of SDM foreseen support actions.

The Extended Arrival Sequence SWIM service addresses, at country level, the provision of the Extended AMAN service by the airports mandated to implement Family 1.1.1 and the consumption of such SWIM service by the national ACCs. The implementations are progressing based on the SWIM service standard ED-254 which nonetheless was identified as allowing specific implementation choices that, if not properly addressed, could result in increased implementation complexity and loss of interoperability.
For this reason, EUROCAE has re-activated the WG-104 to prepare and consult the Change 1 to ED-254 in Q3/2025 and publish it in Q4/2025.

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

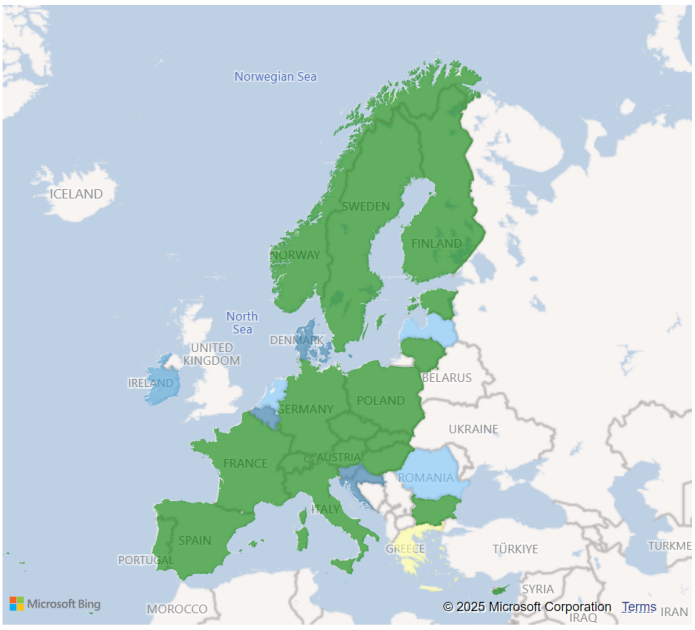
- Completed with CEF Funding
- Completed without CEF Funding
- Fully covered by CEF Funding
- Ongoing with CEF Funding
- Ongoing without CEF Funding
- Planned
- Not Yet Planned
- Not applicable

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	68	32	0	0	December 2025		
Cyprus	100	0	0	0	November 2023		
Czech Republic	100	0	0	0	July 2024		
Denmark	68	32	0	0	December 2025		
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	0	0	100	0	December 2028		
Hungary	100	0	0	0	January 2016		
Ireland	43	57	0	0	December 2025		
Italy	100	0	0	0	December 2021		
Latvia	55	45	0	0	December 2027		
Lithuania	100	0	0	0	March 2021		
Luxembourg	50	0	50	0	December 2025		
Maastricht UAC	100	0	0	0	December 2021		
Malta	10	90	0	0	December 2026		
Netherlands	10	90	0	0	December 2026		
Norway	100	0	0	0	January 2022		
Poland	100	0	0	0	December 2018		
Portugal	100	0	0	0	March 2023		
Romania	55	45	0	0	December 2025		
Slovak Republic	100	0	0	0	November 2021		
Slovenia	43	57	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

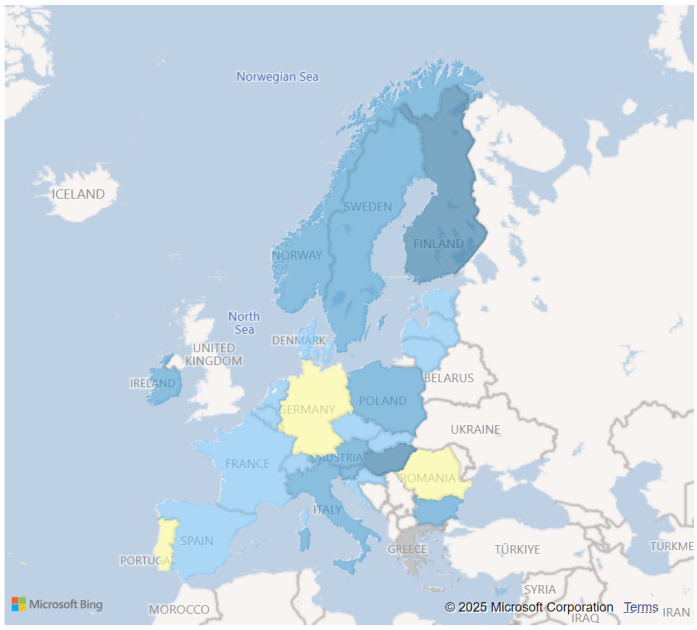
- Completed with CEF Funding
- Completed without CEF Funding
- Fully covered by CEF Funding
- Ongoing with CEF Funding
- Ongoing without CEF Funding
- Planned
- Not Yet Planned
- Not applicable

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	75	25	0	0	September 2025		
Bulgaria	100	0	0	0	December 2023		
Croatia	75	25	0	0	December 2025		
Cyprus	100	0	0	0	May 2021		
Czech Republic	100	0	0	0	July 2024		
Denmark	75	25	0	0	December 2025		
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	0	0	100	0	December 2028		
Hungary	100	0	0	0	January 2016		
Ireland	40	60	0	0	December 2025		
Italy	100	0	0	0	December 2021		
Latvia	10	90	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 2025		
Netherlands	10	90	0	0	December 2028		
Norway	100	0	0	0	January 2023		
Poland	100	0	0	0	December 2018		
Portugal	100	0	0	0	December 2023		
Romania	10	90	0	0	December 2025		
Slovak Republic	100	0	0	0	November 2021		
Slovenia	75	25	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

5.3.1 Aeronautical 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

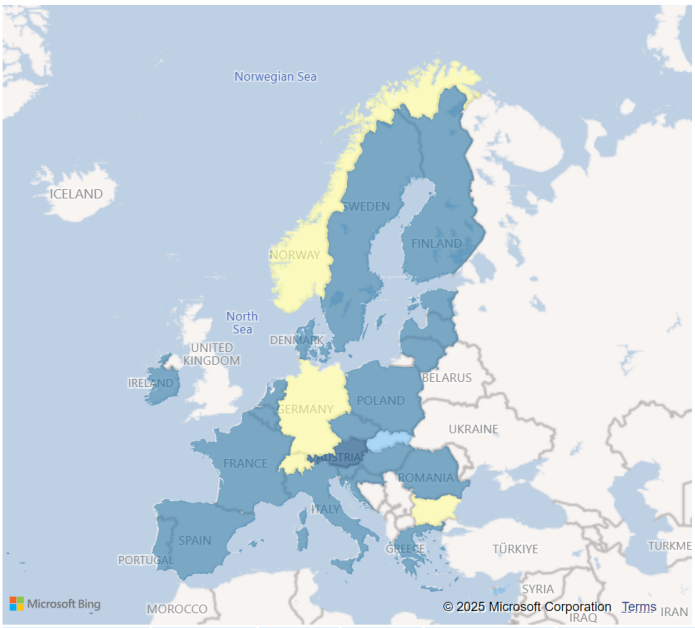
Powered by EUROCONTROL

Country	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	Provider	Consumer
						ANSP	ANSP
Austria	36	44	20	0	April 2026		
Belgium	14	40	46	0	December 2028		
Bulgaria	27	0	73	0	December 2027		
Croatia	5	49	46	0	May 2026		
Cyprus	3	24	73	0	December 2028		
Czech Republic	16	37	47	0	December 2026		
Denmark	14	40	46	0	December 2025		
Estonia	20	7	73	0	December 2029		
Finland	55	25	20	0	December 2029		
France	3	24	73	0	April 2026		
Germany	0	0	0	100	*		
Greece	0	0	0	0			
Hungary	55	25	20	0	December 2028		
Ireland	32	22	46	0	May 2026		
Italy	27	53	20	0	December 2025		
Latvia	11	16	73	0	December 2027		
Lithuania	18	62	20	0	December 2025		
Luxembourg	0	0	100	0	December 2025		
Maastricht UAC	33	13	54	0	December 2027		
Malta	3	24	73	0	December 2026		
Netherlands	3	24	73	0	December 2026		
Norway	27	0	0	73	*		
Poland	32	22	46	0	December 2025		
Portugal	0	0	100	0	May 2026		
Romania	0	0	100	0	December 2026		
Slovak Republic	12	68	20	0	March 2030		
Slovenia	42	12	46	0	December 2025		
Spain	4	23	73	0	December 2025		
Sweden	45	35	20	0	May 2026		
Switzerland	11	16	73	0	December 2026		

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

Digital NOTAM Service

5.3.1 Aeronautical 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

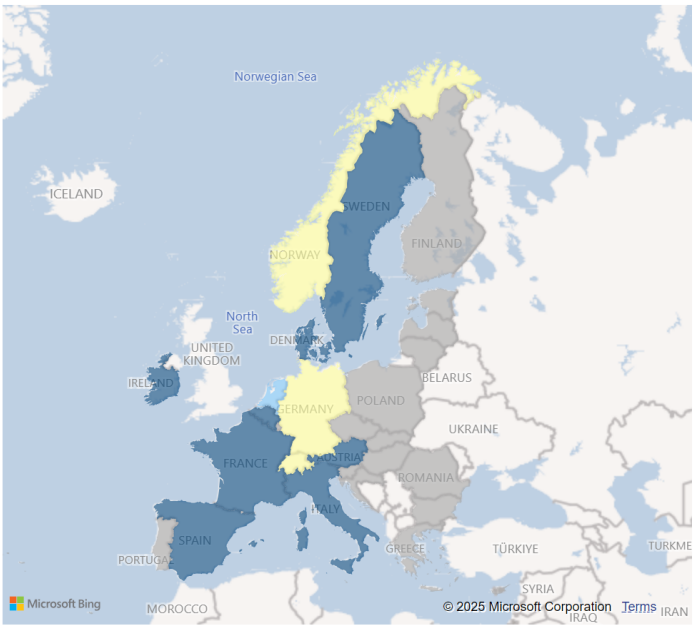
Powered by EUROCONTROL

Country	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	Provider	Consumer
						AISP	ANSP
Austria	88	8	4	0	December 2025		
Belgium	64	16	20	0	December 2028		
Bulgaria	0	0	100	0	December 2025		
Croatia	67	29	4	0	December 2025		
Cyprus	11	85	4	0	December 2028		
Czech Republic	72	24	4	0	December 2025		
Denmark	72	24	4	0	December 2025		
Estonia	72	24	4	0	December 2025		
Finland	67	29	4	0	December 2025		
France	67	29	0	4	*		
Germany	0	0	0	100	*		
Greece	64	16	20	0	December 2025		
Hungary	64	16	20	0	December 2025		
Ireland	72	24	4	0	December 2025		
Italy	72	24	4	0	December 2025		
Latvia	72	24	4	0	December 2025		
Lithuania	72	24	4	0	December 2025		
Luxembourg	64	16	20	0	December 2025		
Maastricht UAC	40	40	20	0	December 2027		
Malta	67	29	4	0	June 2030		
Netherlands	64	16	20	0	December 2025		
Norway	0	0	0	100	*		
Poland	72	24	4	0	December 2025		
Portugal	72	24	4	0	December 2025		
Romania	64	16	20	0	December 2025		
Slovak Republic	11	85	4	0	December 2025		
Slovenia	72	24	4	0	December 2025		
Spain	67	29	4	0	December 2025		
Sweden	72	24	4	0	December 2025		
Switzerland	0	0	100	0	December 2027		

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

Aerodrome Mapping Service

5.3.1 Aeronautical 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

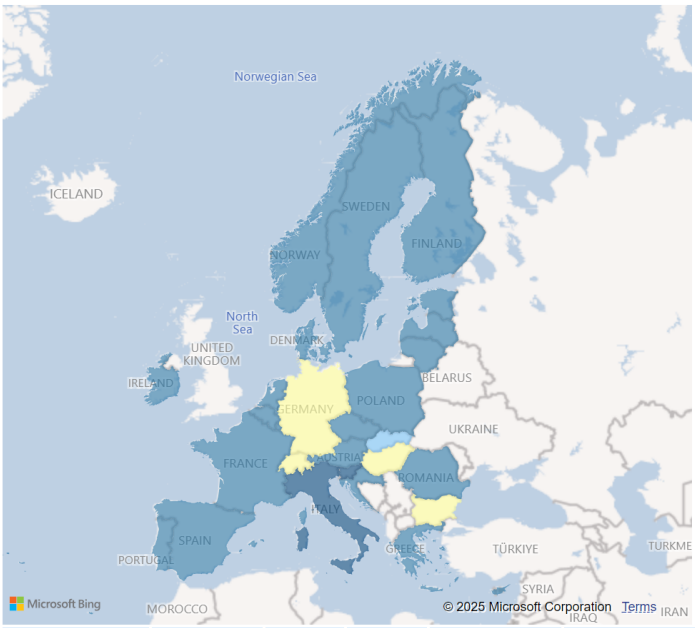
Powered by EUROCONTROL

Country	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	Provider: AISP
Austria	80	20	0	0	December 2025	
Belgium	80	20	0	0	December 2025	
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	December 2025	
Estonia	0	0	0	0		
Finland	0	0	0	0		
France	80	20	0	0	December 2025	
Germany	0	0	0	100	*	
Greece	0	0	0	0		
Hungary	0	0	0	0		
Ireland	80	20	0	0	December 2025	
Italy	80	20	0	0	December 2025	
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	10	90	0	0	December 2025	
Norway	0	0	100	0	December 2025	
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	80	20	0	0	December 2025	
Sweden	80	20	0	0	December 2025	
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

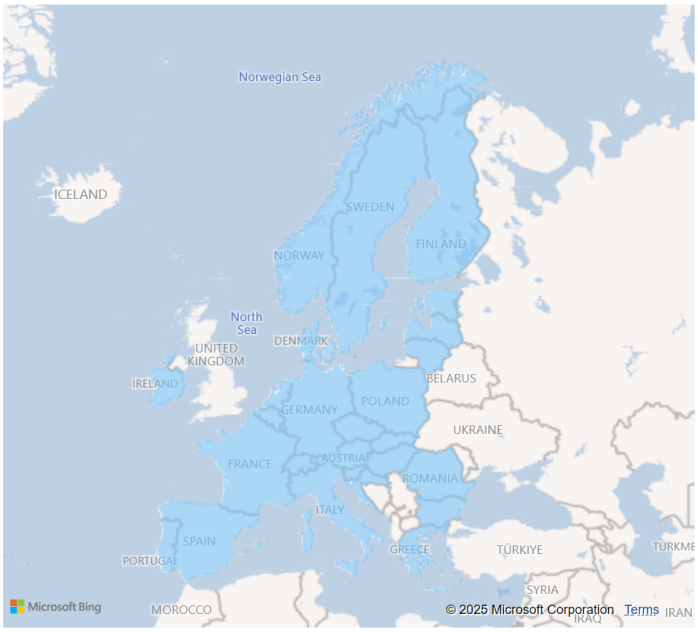
Country	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	Provider	Consumer
						AISP	ANSP
Austria	72	24	4	0	December 2025		
Belgium	64	16	20	0	December 2028		
Bulgaria	0	0	100	0	December 2025		
Croatia	67	29	4	0	December 2025		
Cyprus	67	29	4	0	December 2028		
Czech Republic	72	24	4	0	December 2025		
Denmark	64	16	20	0	December 2025		
Estonia	72	24	4	0	December 2025		
Finland	72	24	4	0	December 2029		
France	67	29	4	0	December 2025		
Germany	0	0	0	100	*		
Greece	64	16	20	0	December 2025		
Hungary	0	0	100	0	December 2027		
Ireland	67	29	4	0	December 2025		
Italy	80	16	4	0	December 2025		
Latvia	67	29	4	0	December 2025		
Lithuania	72	24	4	0	December 2025		
Luxembourg	64	16	20	0	December 2025		
Maastricht UAC	0	0	100	0	December 2027		
Malta	59	37	4	0	June 2030		
Netherlands	64	16	20	0	December 2025		
Norway	64	16	0	20	*		
Poland	72	24	4	0	December 2025		
Portugal	67	29	4	0	December 2025		
Romania	64	16	20	0	December 2025		
Slovak Republic	3	13	84	0	December 2025		
Slovenia	80	16	4	0	December 2025		
Spain	67	29	4	0	December 2025		
Sweden	72	24	4	0	December 2025		
Switzerland	0	0	20	80	*		

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

Family 5.4.1 - SWIM Services

Volcanic Ash Mass Concentration Information Service

5.4.1Meteorological Information Exchange - Volcanic Ash Mass Concentration 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

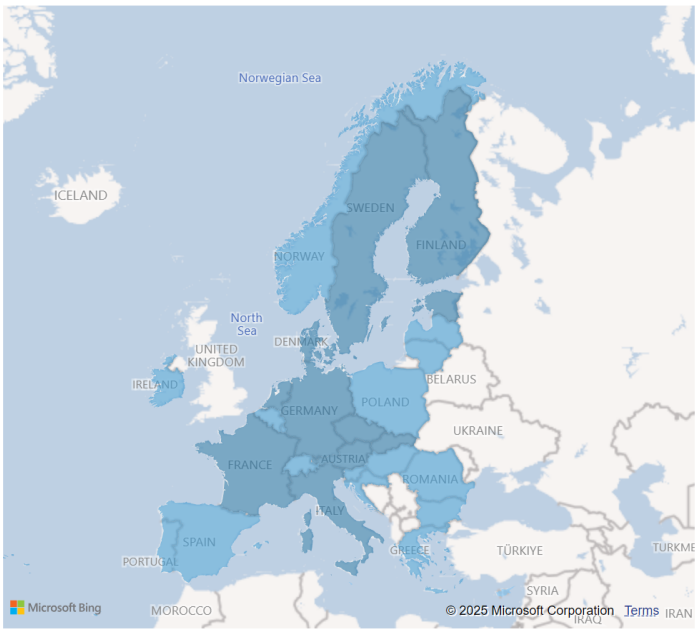
Powered by EUROCONTROL

Country	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	Provider	Consumer		
						VAAC	MET	ANSP	Network Manager
Austria	12	68	20	0	December 2025				
Belgium	4	36	60	0	December 2028				
Bulgaria	12	44	44	0	December 2025				
Croatia	12	68	20	0	December 2025				
Cyprus	7	49	44	0	December 2030				
Czech Republic	17	63	20	0	December 2025				
Denmark	11	69	20	0	December 2025				
Estonia	9	55	36	0	December 2025				
Finland	4	36	60	0	December 2025				
France	9	64	27	0	December 2025				
Germany	14	86	0	0	November 2025				
Greece	4	36	20	40	*				
Hungary	24	56	20	0	December 2028				
Ireland	12	68	20	0	December 2025				
Italy	24	56	20	0	December 2025				
Latvia	12	68	20	0	December 2026				
Lithuania	17	63	20	0	December 2025				
Luxembourg	7	49	44	0	December 2025				
Maastricht UAC	0	0	100	0	December 2027				
Malta	4	36	0	60	*				
Netherlands	4	36	60	0	December 2025				
Norway	4	36	0	60	*				
Poland	4	36	60	0	December 2025				
Portugal	20	60	20	0	December 2025				
Romania	12	68	20	0	December 2025				
Slovak Republic	24	56	20	0	December 2025				
Slovenia	17	63	20	0	December 2025				
Spain	4	36	60	0	December 2025				
Sweden	17	63	20	0	December 2025				
Switzerland	16	48	36	0	April 2026				

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

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

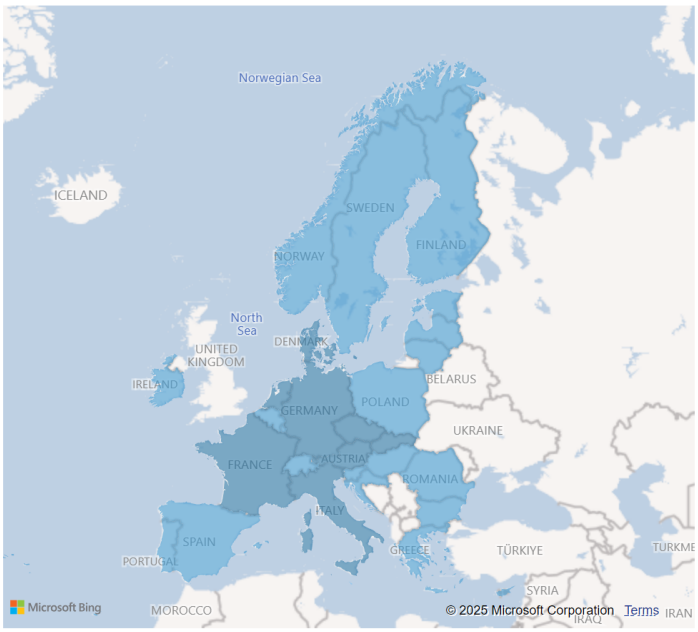
Powered by EUROCONTROL

Country	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	Provider	Consumer	
						MET	MET	ANSP
Austria	55	16	29	0	December 2025			
Belgium	29	18	53	0	December 2028			
Bulgaria	49	28	23	0	December 2025			
Croatia	35	42	23	0	December 2025			
Cyprus	20	0	80	0	December 2030			
Czech Republic	58	19	23	0	December 2025			
Denmark	56	21	23	0	December 2025			
Estonia	51	27	22	0	December 2025			
Finland	61	23	16	0	December 2025			
France	65	6	29	0	December 2025			
Germany	60	17	23	0	June 2026			
Greece	27	0	73	0	December 2028			
Hungary	34	37	29	0	December 2028			
Ireland	42	35	23	0	December 2029			
Italy	58	19	23	0	December 2025			
Latvia	37	16	47	0	December 2026			
Lithuania	44	33	23	0	December 2025			
Luxembourg	29	18	53	0	December 2026			
Maastricht UAC	33	0	67	0	December 2027			
Malta	6	47	47	0	December 2026			
Netherlands	55	16	29	0	December 2025			
Norway	35	2	0	63	*			
Poland	29	18	53	0	December 2025			
Portugal	27	37	16	20	*			
Romania	30	23	0	47	*			
Slovak Republic	58	19	23	0	December 2025			
Slovenia	32	21	47	0	December 2025			
Spain	46	7	47	0	December 2025			
Sweden	56	21	23	0	December 2025			
Switzerland	43	4	40	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

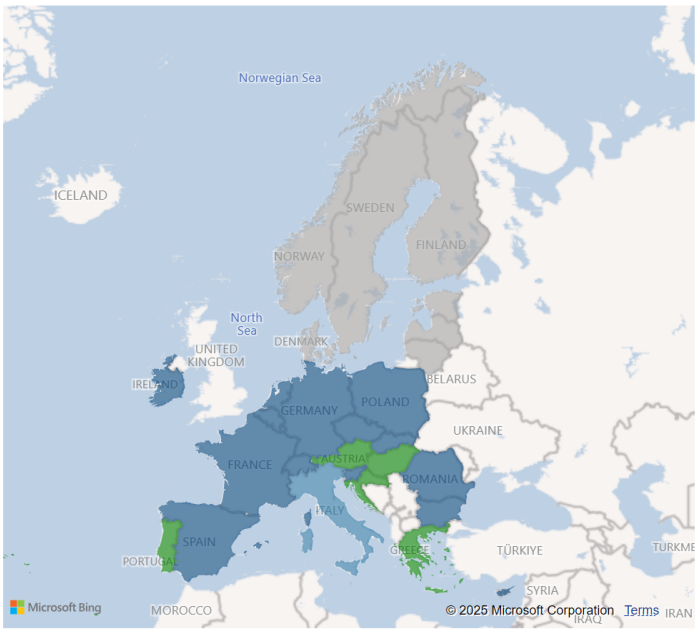
Powered by EUROCONTROL

Country	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	Provider	Consumer	
						MET	MET	ANSP
Austria	51	27	22	0	September 2028			
Belgium	29	18	53	0	December 2028			
Bulgaria	44	9	47	0	December 2025			
Croatia	49	28	23	0	December 2025			
Cyprus	27	0	73	0	December 2030			
Czech Republic	58	19	23	0	December 2025			
Denmark	55	16	29	0	December 2025			
Estonia	34	37	29	0	December 2025			
Finland	34	37	29	0	December 2029			
France	65	6	29	0	December 2025			
Germany	60	17	23	0	June 2026			
Greece	27	0	73	0	December 2028			
Hungary	34	37	29	0	December 2028			
Ireland	41	30	29	0	December 2029			
Italy	58	19	23	0	December 2025			
Latvia	29	18	53	0	December 2026			
Lithuania	44	33	23	0	December 2025			
Luxembourg	29	18	53	0	December 2025			
Maastricht UAC	84	16	0	0	December 2027			
Malta	4	36	60	0	December 2025			
Netherlands	55	16	29	0	December 2025			
Norway	43	4	29	24	*			
Poland	34	37	29	0	December 2025			
Portugal	34	37	29	0	March 2030			
Romania	49	28	23	0	December 2025			
Slovak Republic	58	19	23	0	December 2025			
Slovenia	32	21	47	0	December 2025			
Spain	46	7	47	0	December 2025			
Sweden	49	28	23	0	December 2025			
Switzerland	43	4	40	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

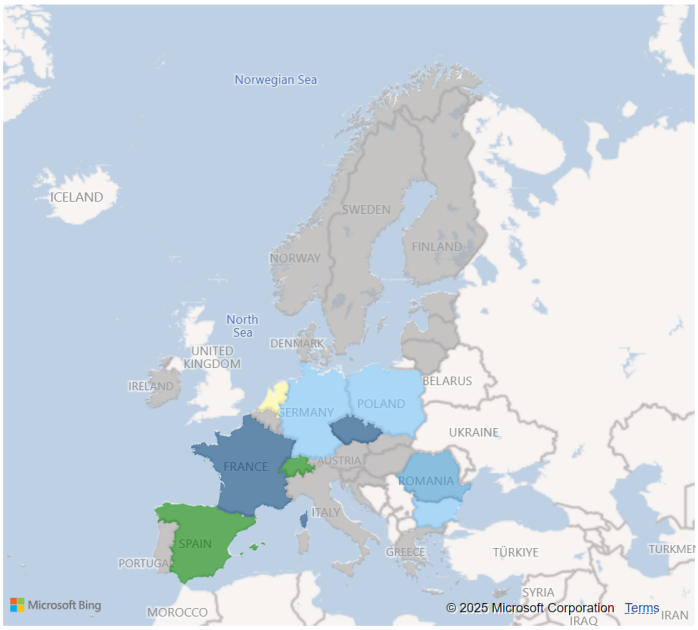
Country	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	Provider	Consumer	
						MET	ANSP	Network Manager
Austria	100	0	0	0	August 2024			
Belgium	88	0	12	0	December 2027			
Bulgaria	88	0	12	0	December 2025			
Croatia	100	0	0	0	August 2024			
Cyprus	88	0	8	4	*			
Czech Republic	92	4	4	0	December 2025			
Denmark	0	0	0	0				
Estonia	0	0	0	0				
Finland	0	0	0	0				
France	92	4	4	0	December 2025			
Germany	93	0	7	0	December 2027			
Greece	100	0	0	0	December 2024			
Hungary	100	0	0	0	December 2024			
Ireland	88	8	4	0	December 2029			
Italy	60	20	20	0	December 2025			
Latvia	0	0	0	0				
Lithuania	0	0	0	0				
Luxembourg	88	0	12	0	December 2027			
Maastricht UAC	93	0	7	0	December 2027			
Malta	0	0	0	0				
Netherlands	88	0	12	0	December 2027			
Norway	0	0	0	0				
Poland	88	0	12	0	December 2025			
Portugal	100	0	0	0	August 2024			
Romania	92	4	4	0	December 2025			
Slovak Republic	92	4	4	0	December 2025			
Slovenia	92	4	4	0	December 2025			
Spain	88	0	12	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

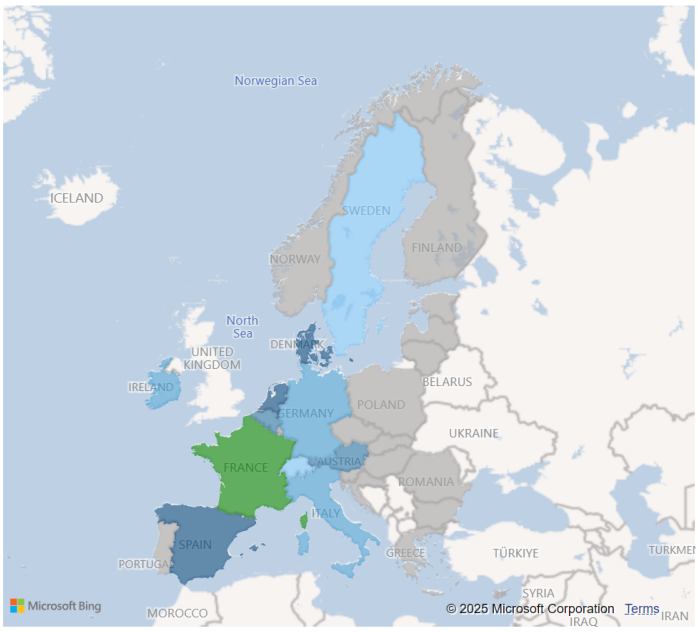
Powered by EUROCONTROL

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	8	72	20	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	80	0	20	0	December 2025		
Germany	8	72	20	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	100	0	December 2025		
Norway	0	0	0	0			
Poland	8	72	20	0	December 2025		
Portugal	0	0	0	0			
Romania	32	48	20	0	December 2025		
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

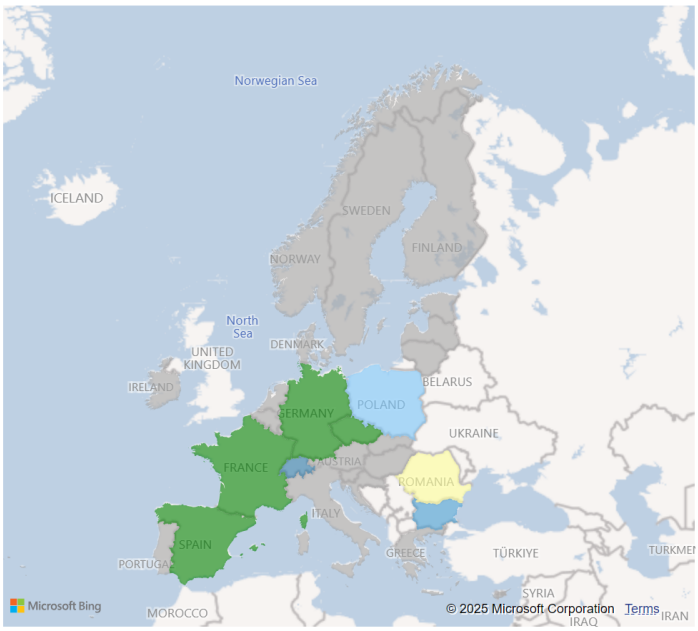
Powered by EUROCONTROL

Country	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	Provider	Consumer	
						Network Manager	ANSP	APO
Austria	73	7	20	0	December 2025			
Belgium	62	7	31	0	December 2025			
Bulgaria	0	0	0	0				
Croatia	0	0	0	0				
Cyprus	0	0	0	0				
Czech Republic	0	0	0	0				
Denmark	80	0	20	0	July 2025			
Estonia	0	0	0	0				
Finland	0	0	0	0				
France	100	0	0	0	August 2024			
Germany	45	9	46	0	December 2025			
Greece	0	0	0	0				
Hungary	0	0	0	0				
Ireland	39	29	32	0	June 2026			
Italy	31	45	24	0	December 2025			
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	December 2025			
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	84	6	10	0	December 2025			
Sweden	14	40	46	0	December 2025			
Switzerland	11	16	23	50	*			

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

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

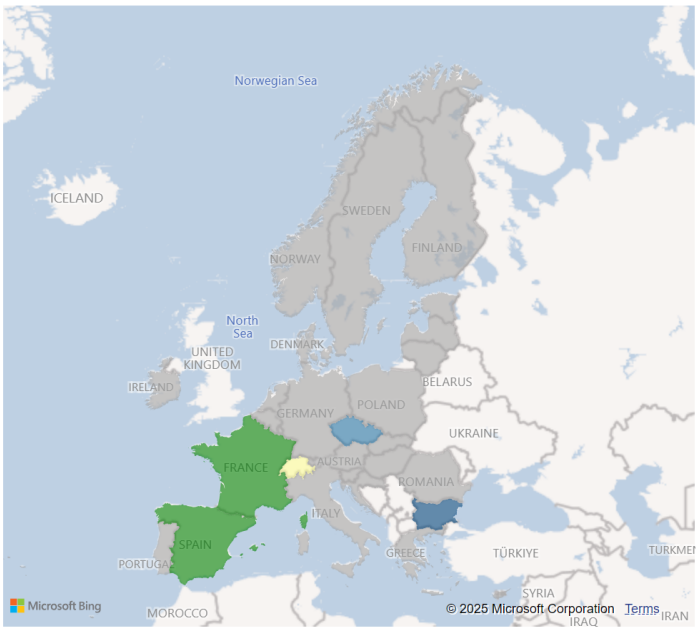
- Completed with CEF Funding
- Completed without CEF Funding
- Fully covered by CEF Funding
- Ongoing with CEF Funding
- Ongoing without CEF Funding
- Planned
- Not Yet Planned
- Not applicable

Powered by EUROCONTROL

Country	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	Provider: Network Manager	Consumer: ANSP
Austria	0	0	0	0			
Belgium	0	0	0	0			
Bulgaria	32	48	20	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	8	72	20	0	December 2025		
Portugal	0	0	0	0			
Romania	0	0	100	0	December 2025		
Slovak Republic	0	0	0	0			
Slovenia	0	0	0	0			
Spain	100	0	0	0	December 2022		
Sweden	0	0	0	0			
Switzerland	60	20	20	0	December 2025		

Short Term ATFCM Measures Services (MCDM, eHelpdesk, STAM measures)

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

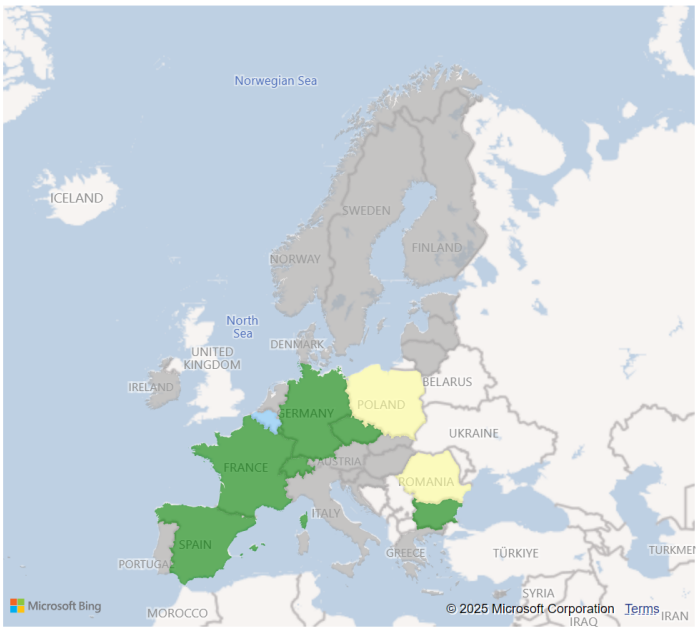
Powered by EUROCONTROL

Country	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	Provider: Network Manager	Consumer: ANSP
Austria	0	0	0	0			
Belgium	0	0	0	0			
Bulgaria	80	0	20	0	February 2025		
Croatia	0	0	0	0			
Cyprus	0	0	0	0			
Czech Republic	60	20	20	0	December 2025		
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

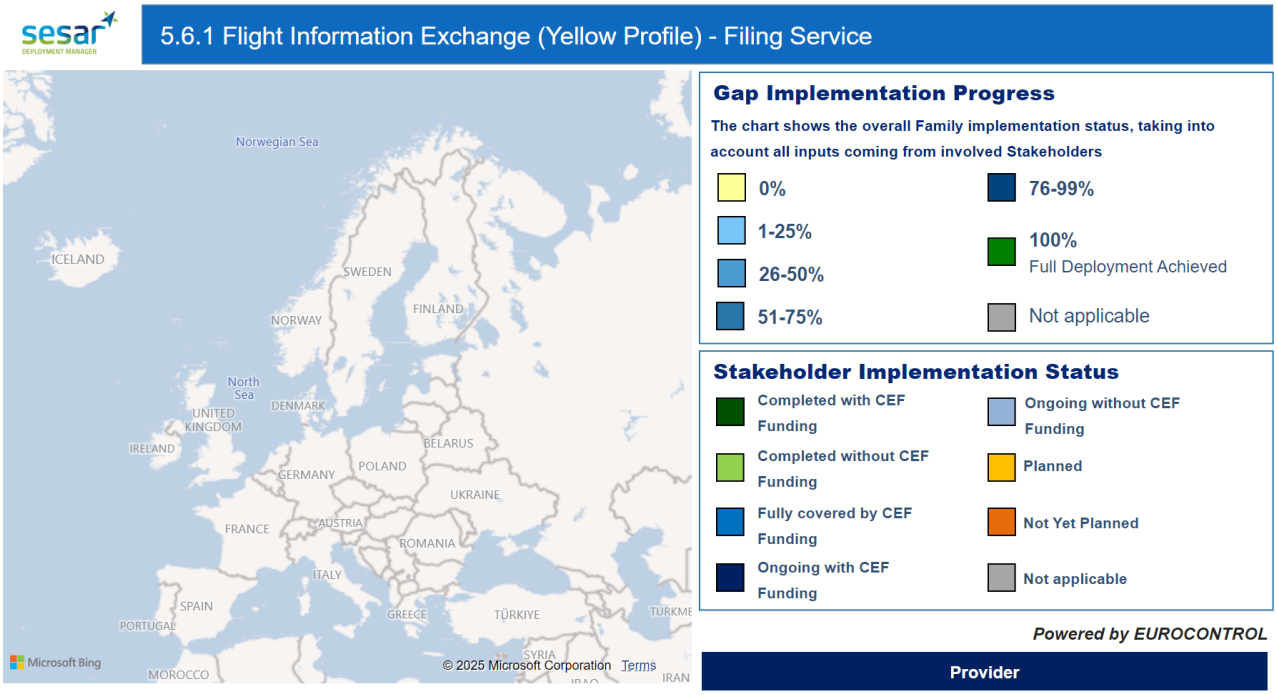
Powered by EUROCONTROL

Country	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	Provider: Network Manager	Consumer: ANSP
Austria	0	0	0	0			
Belgium	16	64	20	0	December 2025		
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	100	0	0	0	September 2020		
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	100	0	0	0	October 2022		
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	100	0	December 2025		
Portugal	0	0	0	0			
Romania	0	0	100	0	December 2025		
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	**		

*** Missing data*

Family 5.6.1 – SWIM Services

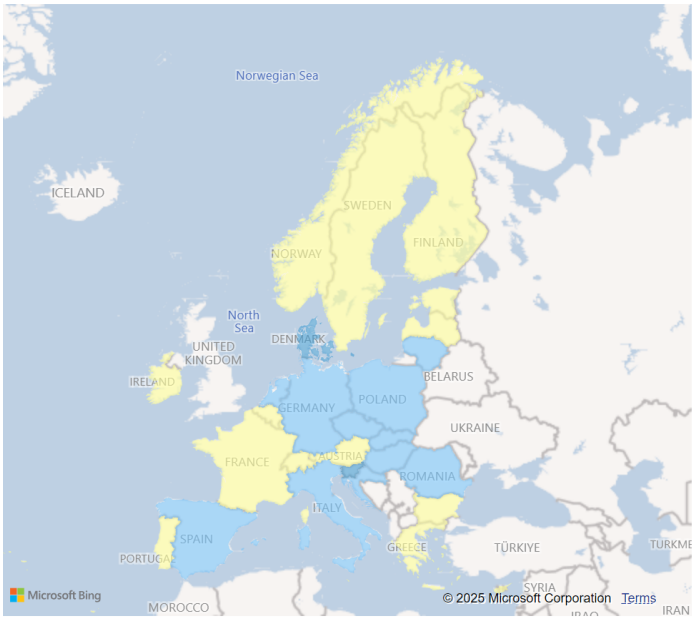
Filing Service



	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	Provider
						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

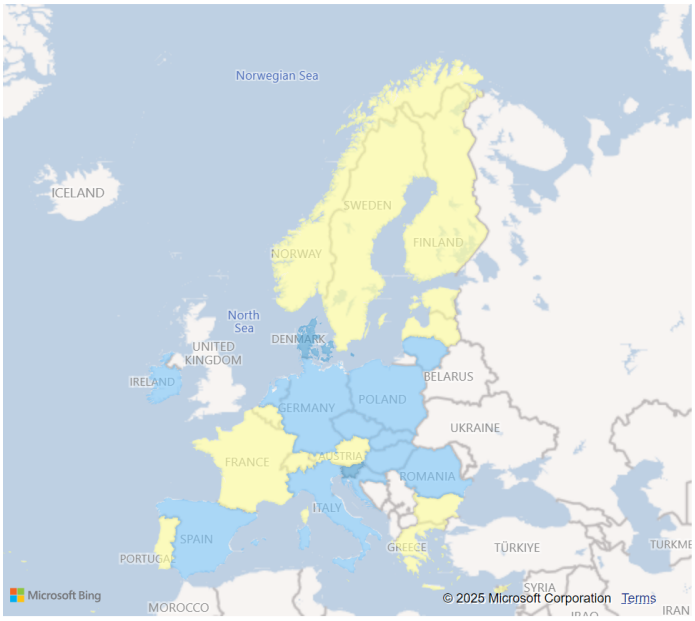
Powered by EUROCONTROL

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	0	0	100	0	June 2028		
Croatia	20	60	20	0	March 2028		
Cyprus	0	0	100	0	December 2030		
Czech Republic	20	60	20	0	December 2025		
Denmark	40	40	20	0	December 2029		
Estonia	0	0	100	0	December 2029		
Finland	0	0	100	0	December 2029		
France	0	0	0	100	*		
Germany	20	60	20	0	December 2025		
Greece	0	0	100	0	December 2028		
Hungary	20	60	20	0	December 2028		
Ireland	0	0	100	0	December 2029		
Italy	20	60	20	0	December 2028		
Latvia	0	0	100	0	December 2029		
Lithuania	20	60	20	0	December 2032		
Luxembourg	0	0	100	0	December 2029		
Maastricht UAC	20	60	20	0	December 2026		
Malta	0	0	100	0	December 2026		
Netherlands	10	30	60	0	December 2031		
Norway	0	0	50	50	*		
Poland	20	60	20	0	December 2032		
Portugal	0	0	100	0	March 2030		
Romania	20	60	20	0	December 2025		
Slovak Republic	20	60	20	0	March 2030		
Slovenia	40	40	20	0	December 2025		
Spain	20	60	20	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*

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

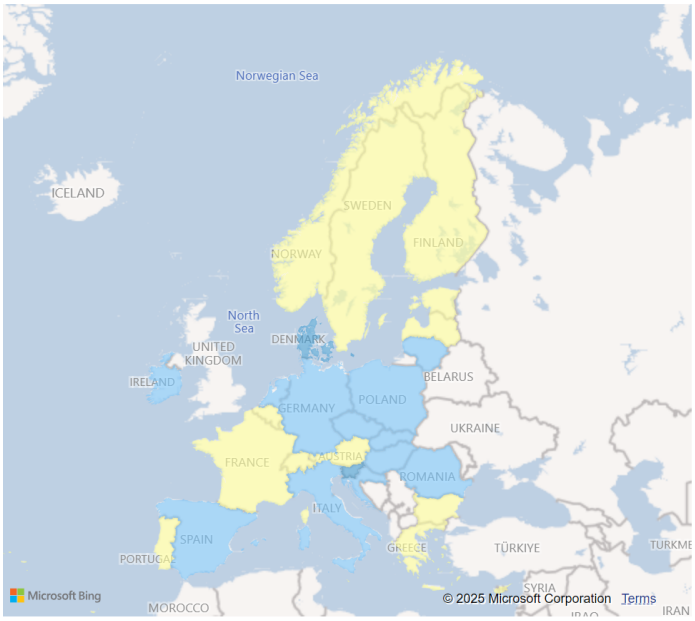
Powered by EUROCONTROL

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	0	0	100	0	June 2028		
Croatia	20	60	20	0	March 2028		
Cyprus	0	0	100	0	December 2030		
Czech Republic	20	60	20	0	December 2025		
Denmark	40	40	20	0	December 2029		
Estonia	0	0	100	0	December 2029		
Finland	0	0	100	0	December 2029		
France	0	0	0	100	*		
Germany	20	60	20	0	December 2025		
Greece	0	0	100	0	December 2028		
Hungary	20	60	20	0	December 2028		
Ireland	10	30	60	0	December 2029		
Italy	20	60	20	0	December 2028		
Latvia	0	0	100	0	December 2029		
Lithuania	20	60	20	0	December 2032		
Luxembourg	0	0	100	0	December 2029		
Maastricht UAC	0	0	0	0			
Malta	0	0	100	0	December 2026		
Netherlands	10	30	60	0	December 2031		
Norway	0	0	100	0	June 2032		
Poland	20	60	20	0	December 2032		
Portugal	0	0	100	0	March 2030		
Romania	20	60	20	0	December 2025		
Slovak Republic	20	60	20	0	March 2030		
Slovenia	40	40	20	0	December 2025		
Spain	20	60	20	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*

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	0	0	100	0	June 2028		
Croatia	20	60	20	0	March 2028		
Cyprus	0	0	100	0	December 2030		
Czech Republic	20	60	20	0	December 2025		
Denmark	40	40	20	0	December 2029		
Estonia	0	0	100	0	December 2029		
Finland	0	0	100	0	December 2029		
France	0	0	0	100	*		
Germany	10	30	60	0	December 2032		
Greece	0	0	100	0	December 2028		
Hungary	20	60	20	0	December 2028		
Ireland	20	60	20	0	December 2029		
Italy	20	60	20	0	December 2028		
Latvia	0	0	100	0	December 2029		
Lithuania	20	60	20	0	December 2032		
Luxembourg	0	0	100	0	December 2029		
Maastricht UAC	20	60	20	0	December 2026		
Malta	0	0	0	100	*		
Netherlands	10	30	60	0	December 2031		
Norway	0	0	100	0	June 2032		
Poland	10	30	10	50	*		
Portugal	0	0	100	0	March 2030		
Romania	20	60	20	0	December 2025		
Slovak Republic	20	60	20	0	March 2030		
Slovenia	40	40	20	0	December 2025		
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*

Trial Service

sesar DEPLOYMENT MANAGER

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

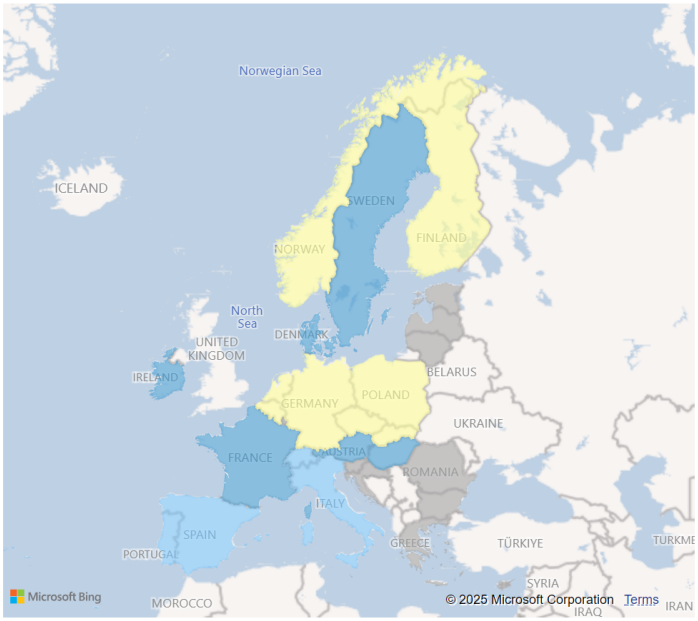
- Completed with CEF Funding
- Completed without CEF Funding
- Fully covered by CEF Funding
- Ongoing with CEF Funding
- Ongoing without CEF Funding
- Planned
- Not Yet Planned
- Not applicable

Powered by EUROCONTROL

	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	Provider
						Network Manager
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	50	30	20	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 2028		
Denmark	30	10	0	60	*		
Estonia	0	0	0	0			
Finland	0	0	100	0	March 2029		
France	45	16	20	19	*		
Germany	0	0	100	0	December 2026		
Greece	0	0	0	0			
Hungary	34	33	33	0	November 2028		
Ireland	38	42	20	0	March 2026		
Italy	24	56	20	0	December 2025		
Latvia	0	0	0	0			
Lithuania	0	0	0	0			
Luxembourg	0	0	0	0			
Maastricht UAC	0	0	0	100	*		
Malta	0	0	0	0			
Netherlands	0	0	100	0	December 2025		
Norway	0	0	0	100	*		
Poland	0	0	0	100	*		
Portugal	14	53	33	0	December 2025		
Romania	0	0	0	0			
Slovak Republic	0	0	100	0	March 2030		
Slovenia	0	0	0	0			
Spain	4	36	60	0	December 2025		
Sweden	30	10	60	0	December 2025		
Switzerland	20	20	0	60	*		

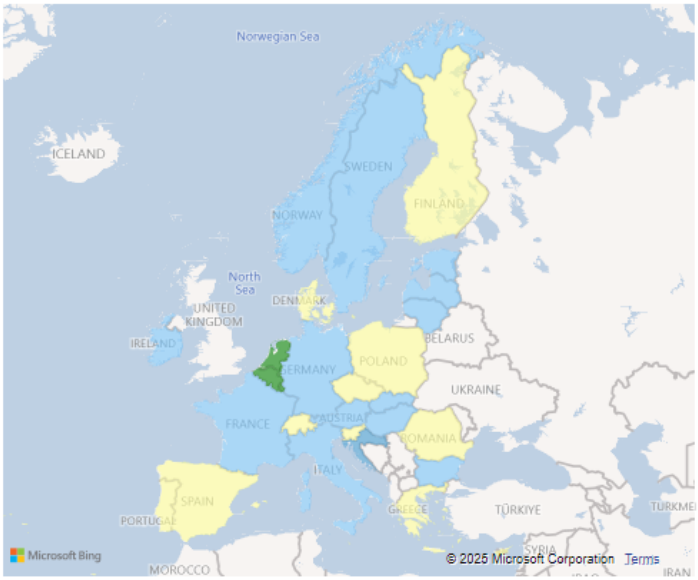
** The remaining scope of the Gap is Not yet Planned*

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	5	45	50	0	December 2027	
Croatia	33	17	50	0	March 2028	
Cyprus	0	0	100	0	December 2030	
Czech Republic	0	0	100	0	December 2027	
Denmark	0	0	100	0	December 2029	
Estonia	3	22	75	0	December 2029	
Finland	0	0	100	0	March 2029	
France	5	45	20	30	*	
Germany	5	45	0	50	*	
Greece	0	0	100	0	December 2028	
Hungary	11	49	40	0	October 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	0	100	*	
Netherlands	100	0	0	0	December 2022	
Norway	3	22	75	0	December 2032	
Poland	0	0	100	0	December 2032	
Portugal	0	0	100	0	December 2030	
Romania	0	0	50	50	*	
Slovak Republic	3	22	75	0	March 2030	
Slovenia	0	0	100	0	December 2027	
Spain	0	0	100	0	December 2027	
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

6.2.1 Network Manager Trajectory Information Enhancement

CP1 Target date	Total # of closed gaps	Total # of open gaps
December 2027	0	1

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

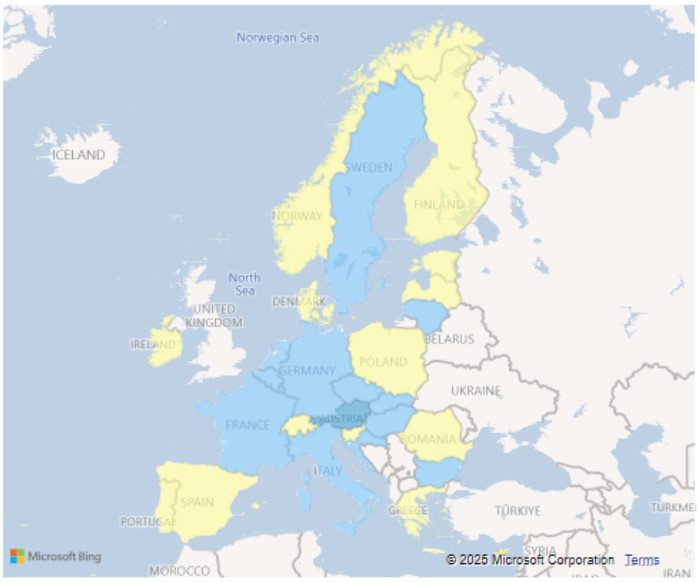
Network Manager	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	Network Manager
	0	0	0	100	*	

** 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	September 2028	
Belgium	2	18	80	0	December 2027	
Bulgaria	2	18	80	0	November 2027	
Croatia	2	18	80	0	March 2028	
Cyprus	0	0	100	0	December 2027	
Czech Republic	2	18	80	0	December 2027	
Denmark	0	0	100	0	December 2027	
Estonia	0	0	100	0	December 2029	
Finland	0	0	100	0	December 2029	
France	6	54	20	20	*	
Germany	2	18	40	40	*	
Greece	0	0	100	0	December 2027	
Hungary	16	54	30	0	October 2028	
Ireland	0	0	100	0	December 2029	
Italy	22	18	60	0	December 2030	
Latvia	0	0	100	0	December 2029	
Lithuania	2	18	80	0	December 2032	
Luxembourg	2	18	80	0	December 2027	
Maastricht UAC	2	18	80	0	December 2027	
Malta	0	0	100	0	December 2027	
Netherlands	2	18	80	0	December 2027	
Norway	0	0	100	0	June 2032	
Poland	0	0	100	0	December 2032	
Portugal	0	0	100	0	December 2027	
Romania	0	0	60	40	*	
Slovak Republic	4	36	60	0	March 2030	
Slovenia	0	0	100	0	December 2027	
Spain	0	0	100	0	December 2027	
Sweden	2	18	80	0	December 2027	
Switzerland	0	0	100	0	December 2028	

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

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 PCP, now CP1, requirements.

As depicted in Figure 2, the Airspace Users have individual Deployment Milestones to be addressed in the SESAR Deployment Programme 2024, 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 in order 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 in order 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).*

Those 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 ANSPs' 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 of each SDP Family is captured by aggregating the individual replies, whereas specific implementation issues were addressed though the analysis of the free-text comments. The SDM assessment was also an opportunity for the SDM to further clarify the requirements contained in SESAR Deployment Programme 2024 regarding the Airspace Users' implementations.

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 50 feedbacks, from Civil Airspace Users with a total fleet of 4781 aircraft. Among them, 39 are based in the 27 Member States of the EU plus the 4 states of the European Free Trade Association (EFTA), representing a fleet of 2540 aircraft, 9 are based in non-EU or EFTA ECAC Region, and one in the Middle East region, representing a fleet of 1058 aircraft, expected to operate the majority of their fleet into or over EU airspace. One is based in the US with a fleet size of 983 aircraft out of which only a small portion, namely the long-range equipment is expected to operate into, over or out of EU airspace. Additionally, 6 military airspace users provided feedback.

Compared to the last reporting cycle, the airline feedback on this survey, revised to capture more detailed information, has increased considerably (+77% of templates received compared with 2023 cycle). According to the air traffic figures related to 2024, the picture stemming from the analysis of the Airspace Users' contributions is covering 40% of the European air traffic (EU members States, Norway, and Switzerland).

According to the replies, all the respondent airlines confirmed the completion of the SDP Families with a CP1 target date set in the past (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).

Family 3.1.1 ASM and A-FUA

Target date: 31st December 2022

This Family includes two requirements for Airspace Users:

1. Airspace Users must be able to interface with the Network Manager systems in accordance with AF3. Interfaces must be set out to allow updated real-time airspace data to be sent to operational Stakeholder systems and allow those Stakeholders to communicate information in an accurate and timely manner. These systems must be modified to enable such interfaces using the available SWIM services set out in point 5.1.3 in IR (EU) 2021/116 (CP1).
2. Flight Planning systems must be capable to process FPL (Flight Plan Message) improvements based on EAUP/EUUP information received via RRP (Re-routing Proposal Message) or Opportunity tool application and must be used in daily operations. Only the receiving capability needs to be automated, whereas the recalculation of the Flight Plan may be manually performed.

According to the contribution received, not all Airspace users' systems (Computer Flight Plan Software Providers - CFSP) are able to automatically process NM rerouting proposals (RRP), thus achieving full automation. They have capabilities to receive information and to process them in their Flight Planning Systems, but the latter has to be triggered manually.

Family 3.2.1 Initial FRA

Target date: 31st December 2022

This Family includes two requirements for Airspace Users:

1. Operational procedures have to be in place to take into account the airspace and traffic constraints of Initial FRA.
2. The Flight Planning system is adapted as necessary to support initial FRA restrictions, e.g., in terms of lateral, vertical or time limitations.

Although the Airspace Users already operate FRA across Europe, not all Airspace Users' implementations are in a way to generate optimum benefits yet. In fact, CFSPs are still in the process of optimising flight plans calculations and 50% of AU feedback highlighted the fact that this additional step is needed to bring optimum trajectories in the Free Route environment.

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 take into account 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 has to be adapted as necessary to support Enhanced Free Route operations, e.g.: Cross-border FRA, RAD, TMA connecting routes.

According to the contributions received, 58% of AU see improvement potential in flight optimization system (via CFSP). Since last year there is a necessity to improve Descent algorithm to depict more realistic actual flight profiles. AU highlighted issues with their system vertical optimization with the early Descent. There are also some issues with horizontal profile optimization with the creation of non-flown trajectories. However, in FABs where cross border FRA is already deployed, (e.g., Baltic FAB, Danube FAB, DK-SE FAB, NEFAB, UK-Ireland FAB and FAB CE), benefits are evident for Airspace Users enhanced by the inter-FAB FRA initiatives in place, such as Borealis.

Family 4.1.1 Enhanced Short Term ATFCM Measures

Target date: 31st December 2022

Procedures (automatic or manual) have to be set up including the transmission to the concerned crew, to monitor the validity of the flight plan with regards to any mandatory rerouting or modification of slot, as required by STAM measures.

This Family was implemented uneventfully on Airspace Users' side and no concerns have been raised.

Family 4.2.1 Interactive rolling NOP

Target date: 31st December 2023

The procedures for reception, transmission to the flight crews and usage of calculated take-off times (CTOT) shared by NM which include Target Time information appear to be widely achieved.

Family 5.2.1 Stakeholders' SWIM PKI and cyber security

Target date: 31st December 2025

PKI mechanism are used in B2B communication already today and will be maintained without changes. In fact, 62% of the reporting AUs' responded to have completed this Family already. For other services, relevant for Airspace Users, the same Authentication methods will apply, ensuring a harmonised implementation.

Family 5.3.1 Aeronautical Information Exchange

Target date: 31st December 2025

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

One year prior the target date, 27% of the reporting AUs' indicate to have completed the implementation. Some Airspace Users reported having the function in place but not automated or via B2B. As most AUs are updating or implementing new systems, the consumption of the airspace availability service should be part of this new/updated system expected to be implemented by 2025 for 62% of the respondents.

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 in order to collaborate with NM on the application of STAM measures.

Being one year ahead the target date, about 75% of the reporting AUs indicated to have completed this Family already. Implementation is ongoing and no concerns have been raised within this monitoring campaign. It is important to mention that, if no SWIM yellow profile B2B interface is implemented, NM will be providing tools to support manual processing.

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.

AUs standing for approximately 40% of EU traffic responded to this year monitoring exercise, around 5% of all AUs operating in European airspace.

According to the received contributions, the 25% of the responding airlines is capable to consume NM B2B Filing Service as a part FF-ICE/R1 to submit eFPL to NM. However, testing information from NM shows that Filing service is consumed in the PreOps platform, rather than used in operations. Furthermore, some elements of the mandatory content of an eFPL are not currently filed. Additional mitigations were already being undertaken, particularly by the Network Manager which established a "converter" of FF-ICE-compliant flight plans into ICAO FPL2012 format until 2034 (ICAO sunset date), to ensure that all ground systems would be able to process the required data avoiding any potential operational disruption.

The FF-ICE/R1 implementation system requirements have been defined in collaboration with the system suppliers by the 54% of the responding airlines, whereas 39% of them started the rollout or the update of the flight planning filing system, and only a limited number the respondent have already trained the relevant personnel.

However, even if 50% of the airlines have a firm commitment from CFSPs on the implementation date, only one airline, representing a considerable portion of the traffic, has in the past sent FF-ICE/R1 flight plans for individual city pairs, and indicated they will restart in Q2 2025 including a successively ramp-up to meet the target date.

AU are depending on their CFSPs for the completion of the system update or new system implementation as CFSPs not only provide systems for the AUs but also provide the service for the flight plan filing. Similarly, ANSPs rely on their system providers for the delivery of systems but not for the actual service provision to which themselves are responsible for the daily maintenance.

It can be concluded from the replies that Airspace Users' CP1 deployment for AF3, AF4 and AF5 relies on the developments that the CFSPs are deploying. In any case, some airlines have already developed their own tailored solutions as well, mainly to benefit from early opportunities of the NM B2B connection.

Most of the traffic generated by European airlines, as well as most of the flight plans filed in the ECAC region including non-EU airlines, is planned by means of systems supplied by a limited number of CFSPs. Among those, some have already made progress in terms of the ATM Families affecting airlines' developments (e.g., eFPL + Filing Service consumption), including testing with NM but a significant amount of work remains before achieving full CP1 completion.

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.

At the time of writing, the only aircraft types with procurable ADS-C EPP products were Airbus A320 family and A330.

SDM surveyed airframe manufacturing industry on their ADS-C EPP integration plans. While only the two biggest manufacturers of civil transport type aircraft operating above FL285, Airbus and Boeing, were confident in meeting the CP1 due date for AF6, 31st December 2027, with all aircraft type in production by that date, other stated timelines are extremely challenging. Some indicated to be ready with some types of their portfolio, others see a high risk in meeting the due date and expect delays of up to two years. However, it must be noted, that Airbus and Boeing aircraft are performing most flights above FL285 in European Airspaces, in 2022 both together 72%. The main reasons for the delays have been assigned to late availability of Certification Specifications namely CS ACNS and the late decision on the passing of the industrialization target date.

According to the last monitoring exercise, 35% of the responding airlines were already operating ADS-C EPP equipped aircraft. 20% stated to have positive confirmation of EPP availabilities on all aircraft types

with new deliveries on or beyond 31st December 2027. 58% responded with partially – for some aircraft type yes, for some no confirmation and 23% responded to have no commitment from their airframe manufacturer on ADS-C EPP capability for all A/C to be delivered on or after 31st December 2027.

As of February 2025, 450 ADS-C EPP capable aircraft were listed in the EUROCONTROL Datalink Logon List.

40% of the responding are currently planning retrofit campaigns for ADS-C EPP either on A320 or A330 aircraft or as soon as products with retrofit options become available.

While for Airspace users operating the most common aircraft types from Airbus and Boeing, meeting the CP1 target date seems no issue because of manufacturer solid product development roadmaps, operators of less common aircraft types might face issues in meeting the due date. Concerns are related to high investments and to the lack of positive business cases for some individual aircraft. Furthermore, concerns are also related to the training requirements for all flight crews for just few airplanes during the ramp up phase, especially considering that the currently sole operational ANSP, MUAC, uses CPDLC version 2 with ADS-C EPP equipped aircraft instead of the mandated version 1 which is the main driver for flight crew training requirements.

Appendix - Current 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.

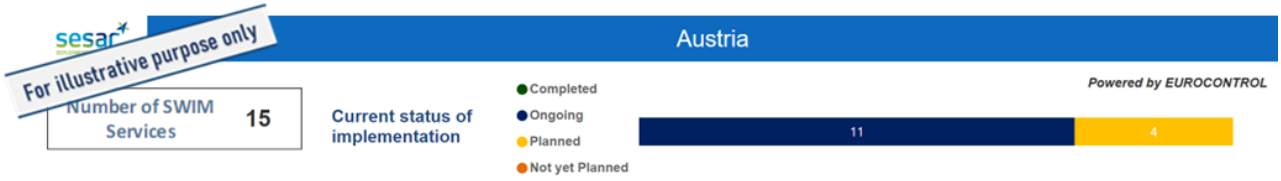
The closed projects are also duly highlighted.

List of CEF-funded initiatives awarded to Stakeholders

Reference Number	CEF Project Title	Implementing Partners	Closed
#006AF5	Quality (ADQ)	Austro Control	✓
	Performance Based Navigation (PBN) implementation in Vienna (LOWW)	Austro Control	✓
	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

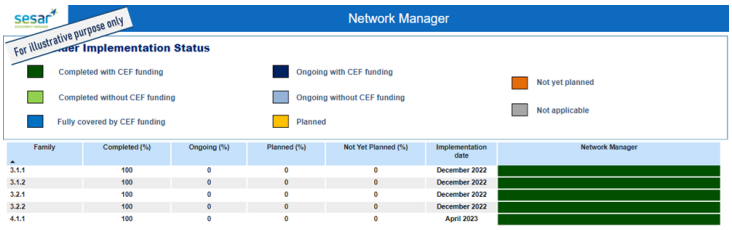
In order to provide a comprehensive view on AF5 implementation status, a dedicated chart, with similar structure as described above, is provided for each single SWIM service constituting Families 5.3.1, 5.4.1, 5.5.1 and 5.6.1.



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

Powered by EUROCONTROL

Airport Gaps

Family	Airport	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	CP1 target date
1.1.1	Vienna Schwechat	100	0	0	0	November 2022	2024
2.1.1	Vienna Schwechat	100	0	0	0	April 2022	2022
2.2.1	Vienna Schwechat	100	0	0	0	December 2023	2023
2.2.2	Vienna Schwechat	9	76	15	0	December 2027	2027
2.3.1	Vienna Schwechat	31	7	62	0	March 2027	2025
4.2.2	Vienna Schwechat	100	0	0	0	December 2023	2023
4.4.1	Vienna Schwechat	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	33	34	33	0	December 2025	2025
5.3.1	79	16	5	0	April 2026	2025
5.4.1	54	28	18	0	September 2028	2025
5.5.1	73	7	20	0	December 2025	2025
5.6.1	13	7	80	0	September 2028	2025
6.1.2	8	72	20	0	September 2028	2027
6.3.1	26	54	20	0	September 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
#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

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Family	Service	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Completion date	CEF Projects
5.3.1	Information Exchange - Airspace Reservation (ARES)	36	44	20	0	April 2026	Yes
5.3.1	Information Exchange - Aerodrome mapping service	80	20	0	0	December 2025	Yes
5.3.1	Information Exchange - Aeronautical Information Features service	72	24	4	0	December 2025	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	88	8	4	0	December 2025	Yes
5.4.1	Information Exchange - Aerodrome Meteorological information Service	55	16	29	0	December 2025	No
5.4.1	Information Exchange - En-Route and Approach Meteorological information service	51	27	22	0	September 2028	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	12	68	20	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	December 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	September 2028	Yes
5.6.1	Information Exchange (Yellow Profile) – Extended Arrival Sequence Service	50	30	20	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

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	2	20	78	0	December 2027	2027
2.3.1	Brussels National	100	0	0	0	February 2016	2025
4.2.2	Brussels National	71	24	5	0	March 2025	2023
4.4.1	Brussels National	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	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	40	49	11	0	December 2025	2025
5.3.1	66	20	14	0	December 2028	2025
5.4.1	37	18	45	0	December 2028	2025
5.5.1	39	35	26	0	December 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 2027	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
#013AF1	Implementation of RNP Approaches with Vertical Guidance at the Belgian civil aerodromes within the Brussels TMA	skeyes	✓
#014AF5	MPLS WAN Project	skeyes	✓
#015AF3	LARA integration in CANAC 2	skeyes	✓
#016AF5	Initial WXXM Implementation on Belgocontrol systems	skeyes	✓
#018AF2	Enhancement of Airport Safety Nets for Brussels Airport (EBBR)	skeyes	✓
#022AF2	Vehicle Tracking System (VTS)	BAC	✓
2015_021_AF4	Slot Manager for PCP airports	BAL	✓
2015_067_AF5	European Weather Radar Composite of Convection Information Service	EUMETNET	✓
2015_068_AF5	European Harmonised Forecasts of Adverse Weather (Icing, Turbulence, Convection and Winter weather)	EUMETNET	✓
2015_069_AF5	European MET Information Exchange (MET-GATE)	EUMETNET	✓
2015_174_AF5_A	NewPENS Stakeholders contribution for the procurement and deployment of NewPENS - Part A: General Call	skeyes	✓
2015_244_AF2	APOC implementation	BAC	✓
2015_245_AF2	AIRSTAT	BAC	✓
2016_131_AF4	AOP-NOP Integration - Extended Implementation	BAC	
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

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Number of SWIM Services 16

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 2025	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	75	25	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	29	18	53	0	December 2028	Yes
5.4.1	Information Exchange - En-Route and Approach Meteorological information service	29	18	53	0	December 2028	Yes
5.4.1	Information Exchange - Network Meteorological Information	88	0	12	0	December 2027	No
5.4.1	Information Exchange - Volcanic Ash Mass Concentration information service	4	36	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)	16	64	20	0	December 2025	No
5.5.1	Network Information Exchange – Flight Management Service (Slots and NOP/AOP integration)	62	7	31	0	December 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	98	2	0	0	December 2025	2025
5.3.1	45	0	55	0	December 2027	2025
5.4.1	48	21	31	0	December 2025	2025
5.5.1	55	30	15	0	December 2025	2025
5.6.1	0	0	100	0	June 2028	2025
6.1.2	5	45	50	0	December 2027	2027
6.3.1	2	18	80	0	November 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
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)	27	0	73	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 2025	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	0	0	100	0	December 2025	No
5.4.1	Information Exchange - Aerodrome Meteorological information Service	49	28	23	0	December 2025	No
5.4.1	Information Exchange - En-Route and Approach Meteorological information service	44	9	47	0	December 2025	No
5.4.1	Information Exchange - Network Meteorological Information	88	0	12	0	December 2025	No
5.4.1	Information Exchange - Volcanic Ash Mass Concentration information service	12	44	44	0	December 2025	No
5.5.1	Network Information Exchange - ATFCM Tactical Updates Service (Airport Capacity and Enroute)	8	72	20	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)	80	0	20	0	February 2025	No
5.5.1	Network Information Exchange – Measures Service (Traffic Regulation)	32	48	20	0	December 2025	No
5.6.1	Information Exchange (Yellow Profile) - Data Publication Service	0	0	100	0	June 2028	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	June 2028	No
5.6.1	Information Exchange (Yellow Profile) - Notification Service	0	0	100	0	June 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

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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	6	55	39	0	December 2025	2025
5.3.1	56	33	11	0	May 2026	2025
5.4.1	49	35	16	0	December 2025	2025
5.5.1						
5.6.1	20	60	20	0	March 2028	2025
6.1.2	33	17	50	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

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Number of SWIM Services 12

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)	5	49	46	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	December 2025	No
5.3.1	Information Exchange - Airspace Availability Service	75	25	0	0	December 2025	Yes
5.3.1	Information Exchange - Airspace structure service	68	32	0	0	December 2025	Yes
5.3.1	Information Exchange – Digital NOTAM service	67	29	4	0	December 2025	No
5.4.1	Information Exchange - Aerodrome Meteorological information Service	35	42	23	0	December 2025	No
5.4.1	Information Exchange - En-Route and Approach Meteorological information service	49	28	23	0	December 2025	No
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	12	68	20	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	20	60	20	0	March 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	March 2028	No
5.6.1	Information Exchange (Yellow Profile) - Notification Service	20	60	20	0	March 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	50	30	20	0	December 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	34	7	59	0	December 2030	2025
5.3.1	56	28	16	0	December 2028	2025
5.4.1	36	12	51	1	*	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 2027	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	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

- 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)	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	11	85	4	0	December 2028	Yes
5.4.1	Information Exchange - Aerodrome Meteorological information Service	20	0	80	0	December 2030	No
5.4.1	Information Exchange - En-Route and Approach Meteorological information service	27	0	73	0	December 2030	No
5.4.1	Information Exchange - Network Meteorological Information	88	0	8	4	*	No
5.4.1	Information Exchange - Volcanic Ash Mass Concentration information service	7	49	44	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	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

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

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	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 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	11	48	41	0	December 2025	2025
5.3.1	72	17	11	0	December 2026	2025
5.4.1	56	27	17	0	December 2025	2025
5.5.1	85	10	5	0	December 2027	2025
5.6.1	15	45	40	0	December 2028	2025
6.1.2	0	0	100	0	December 2027	2027
6.3.1	2	18	80	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
#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

Powered by EUROCONTROL

Number of SWIM Services 17

Current status of implementation

Family	Service	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Completion date	CEF Projects
5.3.1	Information Exchange - Airspace Reservation (ARES)	16	37	47	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	December 2025	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	December 2025	No
5.4.1	Information Exchange - Aerodrome Meteorological information Service	58	19	23	0	December 2025	Yes
5.4.1	Information Exchange - En-Route and Approach Meteorological information service	58	19	23	0	December 2025	Yes
5.4.1	Information Exchange - Network Meteorological Information	92	4	4	0	December 2025	Yes
5.4.1	Information Exchange - Volcanic Ash Mass Concentration information service	17	63	20	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)	60	20	20	0	December 2025	No
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	20	60	20	0	December 2025	Yes
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	20	60	20	0	December 2025	Yes
5.6.1	Information Exchange (Yellow Profile) - Notification Service	20	60	20	0	December 2025	Yes

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	2	13	0	85	*	2027
2.3.1	Copenhagen Kastrup	100	0	0	0	March 2024	2025
4.2.2	Copenhagen Kastrup **	91	6	3	0	March 2025	2023
4.4.1	Copenhagen Kastrup	59	17	24	0	December 2027	2027

**Completed at the end of March 2025

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	38	49	13	0	December 2025	2025
5.3.1	62	26	12	0	December 2025	2025
5.4.1	41	35	24	0	December 2025	2025
5.5.1	80	0	20	0	July 2025	2025
5.6.1	38	32	15	15	*	2025
6.1.2	0	0	100	0	December 2029	2027
6.3.1	0	0	100	0	December 2027	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)	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

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Number of SWIM Services 14

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 2025	Yes
5.3.1	Information Exchange - Aerodrome mapping service	80	20	0	0	December 2025	No
5.3.1	Information Exchange - Aeronautical Information Features service	64	16	20	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	68	32	0	0	December 2025	Yes
5.3.1	Information Exchange – Digital NOTAM service	72	24	4	0	December 2025	No
5.4.1	Information Exchange - Aerodrome Meteorological information Service	56	21	23	0	December 2025	Yes
5.4.1	Information Exchange - En-Route and Approach Meteorological information service	55	16	29	0	December 2025	Yes
5.4.1	Information Exchange - Network Meteorological Information						
5.4.1	Information Exchange - Volcanic Ash Mass Concentration information service	11	69	20	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)	80	0	20	0	July 2025	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	30	10	0	60	*	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

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

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	18	70	12	0	December 2025	2025
5.3.1	73	11	16	0	December 2029	2025
5.4.1	31	40	29	0	December 2025	2025
5.5.1						
5.6.1	0	0	100	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 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	

Estonia

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 2029	No
5.3.1	Information Exchange - Aerodrome mapping service						
5.3.1	Information Exchange - Aeronautical Information Features service	72	24	4	0	December 2025	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	December 2025	Yes
5.4.1	Information Exchange - Aerodrome Meteorological information Service	51	27	22	0	December 2025	No
5.4.1	Information Exchange - En-Route and Approach Meteorological information service	34	37	29	0	December 2025	No
5.4.1	Information Exchange - Network Meteorological Information						
5.4.1	Information Exchange - Volcanic Ash Mass Concentration information service	9	55	36	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	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

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	0	0	100	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	12	17	71	0	December 2025	2025
5.3.1	79	16	5	0	December 2029	2025
5.4.1	33	32	35	0	December 2029	2025
5.5.1						
5.6.1	0	0	100	0	December 2029	2025
6.1.2	0	0	100	0	March 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)	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

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	December 2029	No
5.3.1	Information Exchange - Aerodrome mapping service						
5.3.1	Information Exchange - Aeronautical Information Features service	72	24	4	0	December 2029	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	December 2025	No
5.4.1	Information Exchange - Aerodrome Meteorological information Service	61	23	16	0	December 2025	Yes
5.4.1	Information Exchange - En-Route and Approach Meteorological information service	34	37	29	0	December 2029	No
5.4.1	Information Exchange - Network Meteorological Information						
5.4.1	Information Exchange - Volcanic Ash Mass Concentration information service	4	36	60	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	0	0	100	0	December 2029	No
5.6.1	Information Exchange (Yellow Profile) – Extended Arrival Sequence Service	0	0	100	0	March 2029	No
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

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 2025	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	2	18	0	80	*	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	13	72	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	58	7	5	30	*	2025
2.3.1	Paris Charles de Gaulle	45	13	20	22	*	2025
2.3.1	Paris Orly	75	20	5	0	December 2025	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	14	21	65	0	December 2027	2027
4.4.1	Paris Charles de Gaulle	14	21	65	0	December 2027	2027
4.4.1	Paris Orly	14	21	65	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 2021	2022
3.2.2	66	25	9	0	March 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	9	51	7	33	*	2025
5.3.1	70	17	13	0	*	2025
5.4.1	58	20	22	0	December 2025	2025
5.5.1	96	0	4	0	December 2025	2025
5.6.1	11	4	5	80	*	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*

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	

France

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Number of SWIM Services 19

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	April 2026	Yes
5.3.1	Information Exchange - Aerodrome mapping service	80	20	0	0	December 2025	Yes
5.3.1	Information Exchange - Aeronautical Information Features service	67	29	4	0	December 2025	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	67	29	0	4	*	Yes
5.4.1	Information Exchange - Aerodrome Meteorological information Service	65	6	29	0	December 2025	Yes
5.4.1	Information Exchange - En-Route and Approach Meteorological information service	65	6	29	0	December 2025	Yes
5.4.1	Information Exchange - Network Meteorological Information	92	4	4	0	December 2025	Yes
5.4.1	Information Exchange - Volcanic Ash Mass Concentration information service	9	64	27	0	December 2025	Yes
5.5.1	Network Information Exchange - ATFCM Tactical Updates Service (Airport Capacity and Enroute)	80	0	20	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	0	100	*	Yes
5.6.1	Information Exchange (Yellow Profile) – Extended Arrival Sequence Service	45	16	20	19	*	Yes
5.6.1	Information Exchange (Yellow Profile) - Flight Data Request Service	0	0	0	100	*	Yes
5.6.1	Information Exchange (Yellow Profile) - Notification Service	0	0	0	100	*	No

Chart Key

Completed SWIM Service

Foreseen implementation beyond CP1 deadline

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

Germany

Germany

Number of gaps 48

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	Berlin Brandenburg	14	6	20	60	*	2024
1.1.1	Düsseldorf Airport	37	7	8	48	*	2024
1.1.1	Frankfurt am Main	81	0	0	19	*	2024
1.1.1	Munich Franz Josef Strauss	86	0	0	14	*	2024
1.2.1	Berlin Brandenburg	0	0	0	100	*	2027
1.2.1	Düsseldorf Airport	0	0	0	100	*	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	2	16	82	0	December 2027	2027
2.2.2	Düsseldorf Airport	5	20	75	0	December 2027	2027
2.2.2	Frankfurt am Main	4	36	60	0	December 2027	2027
2.2.2	Hamburg Airport	9	31	60	0	December 2027	2027
2.2.2	Munich Franz Josef Strauss	6	34	60	0	December 2027	2027
2.2.2	Stuttgart Airport	6	34	33	27	*	2027
2.3.1	Berlin Brandenburg	19	31	50	0	December 2030	2025
2.3.1	Düsseldorf Airport	11	32	57	0	December 2030	2025
2.3.1	Frankfurt am Main	33	46	21	0	December 2030	2025
2.3.1	Munich Franz Josef Strauss	17	63	20	0	December 2030	2025
4.2.2	Berlin Brandenburg	86	11	3	0	June 2025	2023
4.2.2	Düsseldorf Airport	83	11	6	0	September 2025	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 2025	2023
4.4.1	Berlin Brandenburg	48	0	52	0	December 2027	2027
4.4.1	Düsseldorf Airport	51	25	24	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	66	21	13	0	December 2025	2025
5.3.1	33	0	0	67	*	2025
5.4.1	57	30	13	0	December 2027	2025
5.5.1	63	20	17	0	December 2025	2025
5.6.1	13	37	50	0	December 2032	2025
6.1.2	5	45	0	50	*	2027
6.3.1	2	18	40	40	*	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
#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 18

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)	0	0	0	100	*	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	0	100	*	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	0	0	0	100	*	No
5.4.1	Information Exchange - Aerodrome Meteorological information Service	60	17	23	0	June 2026	Yes
5.4.1	Information Exchange - En-Route and Approach Meteorological information service	60	17	23	0	June 2026	Yes
5.4.1	Information Exchange - Network Meteorological Information	93	0	7	0	December 2027	Yes
5.4.1	Information Exchange - Volcanic Ash Mass Concentration information service	14	86	0	0	November 2025	No
5.5.1	Network Information Exchange - ATFCM Tactical Updates Service (Airport Capacity and Enroute)	8	72	20	0	December 2025	No
5.5.1	Network Information Exchange – Counts service (ATFCM Congestion Points)	100	0	0	0	September 2020	No
5.5.1	Network Information Exchange – Flight Management Service (Slots and NOP/AOP integration)	45	9	46	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	10	30	60	0	December 2032	Yes
5.6.1	Information Exchange (Yellow Profile) – Extended Arrival Sequence Service	0	0	100	0	December 2026	No
5.6.1	Information Exchange (Yellow Profile) - Flight Data Request Service	20	60	20	0	December 2025	No
5.6.1	Information Exchange (Yellow Profile) - Notification Service	20	60	20	0	December 2025	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

Powered by EUROCONTROL

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	3	29	68	0	December 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	2	15	83	0	December 2028	2025
5.3.1	32	8	60	0	December 2028	2025
5.4.1	39	9	42	10	*	2025
5.5.1						
5.6.1	0	0	100	0	December 2028	2025
6.1.2	0	0	100	0	December 2028	2027
6.3.1	0	0	100	0	December 2027	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
#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 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)						
5.3.1	Information Exchange - Aerodrome mapping service						
5.3.1	Information Exchange - Aeronautical Information Features service	64	16	20	0	December 2025	No
5.3.1	Information Exchange - Airspace Availability Service	0	0	100	0	December 2028	No
5.3.1	Information Exchange - Airspace structure service	0	0	100	0	December 2028	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	27	0	73	0	December 2028	No
5.4.1	Information Exchange - En-Route and Approach Meteorological information service	27	0	73	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	4	36	20	40	*	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 2028	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 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

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

Hungary

Hungary

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	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	April 2025	2022
5.2.1	1	9	90	0	December 2026	2025
5.3.1	64	8	28	0	December 2028	2025
5.4.1	48	33	19	0	December 2028	2025
5.5.1						
5.6.1	24	53	23	0	December 2028	2025
6.1.2	11	49	40	0	October 2028	2027
6.3.1	16	54	30	0	October 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

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)	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	March 2025	2023
2.2.2	Dublin Airport	15	70	15	0	December 2027	2027
2.3.1	Dublin Airport	62	28	10	0	December 2025	2025
4.2.2	Dublin Airport	67	27	6	0	December 2025	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	10	64	20	6	*	2025
5.3.1	56	35	9	0	May 2026	2025
5.4.1	46	35	19	0	December 2029	2025
5.5.1	39	29	32	0	June 2026	2025
5.6.1	17	33	50	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*

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)	32	22	46	0	May 2026	Yes
5.3.1	Information Exchange - Aerodrome mapping service	80	20	0	0	December 2025	Yes
5.3.1	Information Exchange - Aeronautical Information Features service	67	29	4	0	December 2025	Yes
5.3.1	Information Exchange - Airspace Availability Service	40	60	0	0	December 2025	Yes
5.3.1	Information Exchange - Airspace structure service	43	57	0	0	December 2025	Yes
5.3.1	Information Exchange – Digital NOTAM service	72	24	4	0	December 2025	Yes
5.4.1	Information Exchange - Aerodrome Meteorological information Service	42	35	23	0	December 2029	Yes
5.4.1	Information Exchange - En-Route and Approach Meteorological information service	41	30	29	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	12	68	20	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)	39	29	32	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	0	0	100	0	December 2029	Yes
5.6.1	Information Exchange (Yellow Profile) - Notification Service	10	30	60	0	December 2029	No

Chart Key

Completed SWIM Service

Foreseen implementation beyond CP1 deadline

Italy

Italy

Number of gaps 31

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	Milan Malpensa	34	8	58	0	December 2025	2024
1.1.1	Rome Fiumicino	100	0	0	0	December 2024	2024
1.2.1	Milan Malpensa	0	0	100	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	3	27	70	0	December 2027	2027
2.2.2	Milan Malpensa	3	27	70	0	December 2027	2027
2.2.2	Rome Fiumicino	7	11	82	0	December 2027	2027
2.3.1	Milan Malpensa	78	22	0	0	December 2025	2025
2.3.1	Rome Fiumicino	58	14	28	0	December 2025	2025
4.2.2	Milan Malpensa *	89	9	2	0	March 2025	2023
4.2.2	Rome Fiumicino	100	0	0	0	July 2024	2023
4.4.1	Milan Linate	48	0	52	0	December 2027	2027
4.4.1	Milan Malpensa	48	0	52	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	54	36	10	0	December 2025	2025
5.3.1	76	19	5	0	December 2025	2025
5.4.1	50	29	21	0	December 2025	2025
5.5.1	31	45	24	0	December 2025	2025
5.6.1	21	59	20	0	December 2028	2025
6.1.2	3	22	75	0	December 2030	2027
6.3.1	22	18	60	0	December 2030	2027

*Completed at the end of March 2025

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)	27	53	20	0	December 2025	No
5.3.1	Information Exchange - Aerodrome mapping service	80	20	0	0	December 2025	Yes
5.3.1	Information Exchange - Aeronautical Information Features service	80	16	4	0	December 2025	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 2025	Yes
5.4.1	Information Exchange - Aerodrome Meteorological information Service	58	19	23	0	December 2025	Yes
5.4.1	Information Exchange - En-Route and Approach Meteorological information service	58	19	23	0	December 2025	No
5.4.1	Information Exchange - Network Meteorological Information	60	20	20	0	December 2025	No
5.4.1	Information Exchange - Volcanic Ash Mass Concentration information service	24	56	20	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)	31	45	24	0	December 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	20	60	20	0	December 2028	No
5.6.1	Information Exchange (Yellow Profile) – Extended Arrival Sequence Service	24	56	20	0	December 2025	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

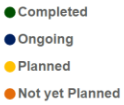
Foreseen implementation beyond CP1 deadline

Latvia

Latvia

Number of gaps 13

Current status of implementation



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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	6	4	90	0	March 2026	2025
5.3.1	43	41	16	0	December 2027	2025
5.4.1	26	34	40	0	December 2026	2025
5.5.1						
5.6.1	0	0	100	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

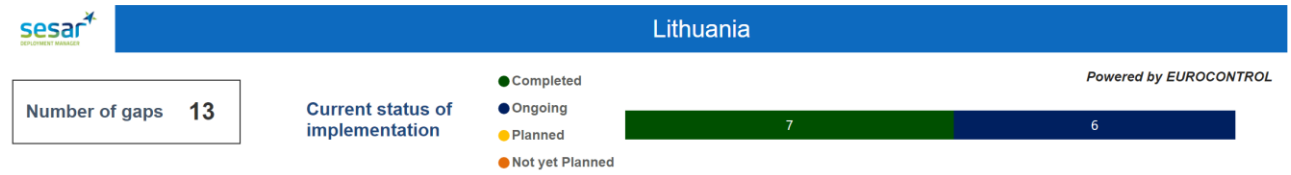
Family	Service	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Completion date	CEF Projects
5.3.1	Information Exchange - Airspace Reservation (ARES)	11	16	73	0	December 2027	No
5.3.1	Information Exchange - Aerodrome mapping service						
5.3.1	Information Exchange - Aeronautical Information Features service	67	29	4	0	December 2025	Yes
5.3.1	Information Exchange - Airspace Availability Service	10	90	0	0	December 2027	No
5.3.1	Information Exchange - Airspace structure service	55	45	0	0	December 2027	No
5.3.1	Information Exchange – Digital NOTAM service	72	24	4	0	December 2025	Yes
5.4.1	Information Exchange - Aerodrome Meteorological information Service	37	16	47	0	December 2026	No
5.4.1	Information Exchange - En-Route and Approach Meteorological information service	29	18	53	0	December 2026	No
5.4.1	Information Exchange - Network Meteorological Information						
5.4.1	Information Exchange - Volcanic Ash Mass Concentration information service	12	68	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	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

Lithuania



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	16	84	0	0	December 2025	2025
5.3.1	72	22	6	0	December 2025	2025
5.4.1	35	43	22	0	December 2025	2025
5.5.1						
5.6.1	20	60	20	0	December 2032	2025
6.1.2	5	45	50	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
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

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Number of SWIM Services 11

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)	18	62	20	0	December 2025	Yes
5.3.1	Information Exchange - Aerodrome mapping service						
5.3.1	Information Exchange - Aeronautical Information Features service	72	24	4	0	December 2025	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	December 2025	No
5.4.1	Information Exchange - Aerodrome Meteorological information Service	44	33	23	0	December 2025	Yes
5.4.1	Information Exchange - En-Route and Approach Meteorological information service	44	33	23	0	December 2025	Yes
5.4.1	Information Exchange - Network Meteorological Information						
5.4.1	Information Exchange - Volcanic Ash Mass Concentration information service	17	63	20	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	20	60	20	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	20	60	20	0	December 2032	No
5.6.1	Information Exchange (Yellow Profile) - Notification Service	20	60	20	0	December 2032	No

Chart Key

Completed SWIM Service

Foreseen implementation beyond CP1 deadline

Luxembourg

Luxembourg

Number of gaps 14

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

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	12	25	63	0	December 2025	2025
5.3.1	56	6	38	0	December 2025	2025
5.4.1	38	21	41	0	December 2027	2025
5.5.1	100	0	0	0	October 2022	2025
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 2027	2027

Chart Key

Completed Gaps

Foreseen implementation beyond CP1 deadline

Luxembourg

Number of SWIM Services 13

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)	0	0	100	0	December 2025	No
5.3.1	Information Exchange - Aerodrome mapping service						
5.3.1	Information Exchange - Aeronautical Information Features service	64	16	20	0	December 2025	No
5.3.1	Information Exchange - Airspace Availability Service	100	0	0	0	December 2024	No
5.3.1	Information Exchange - Airspace structure service	50	0	50	0	December 2025	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	29	18	53	0	December 2026	No
5.4.1	Information Exchange - En-Route and Approach Meteorological information service	29	18	53	0	December 2025	No
5.4.1	Information Exchange - Network Meteorological Information	88	0	12	0	December 2027	No
5.4.1	Information Exchange - Volcanic Ash Mass Concentration information service	7	49	44	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)	100	0	0	0	October 2022	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)						
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

Maastricht Upper Area Control Center

Maastricht UAC

Number of gaps 14

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

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	10	90	0	0	December 2025	2025
5.3.1	55	11	34	0	December 2027	2025
5.4.1	52	4	44	0	December 2027	2025
5.5.1	100	0	0	0	December 2021	2025
5.6.1	14	40	13	33	*	2025
6.1.2	100	0	0	0	December 2022	2027
6.3.1	2	18	80	0	December 2027	2027

Chart Key

Completed Gaps

Foreseen implementation beyond CP1 deadline

* The remaining scope of the Gap is Not yet Planned

Maastricht UAC

Number of SWIM Services 16

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)	33	13	54	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	93	0	7	0	December 2027	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	20	60	20	0	December 2026	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	20	60	20	0	December 2026	No
5.6.1	Information Exchange (Yellow Profile) - Notification Service						

Chart Key

Completed SWIM Service

Foreseen implementation beyond CP1 deadline

* The remaining scope of the Gap is Not yet Planned

Malta

Malta

Number of gaps 13

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

Country Gaps

Family	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	CP1 target date
3.1.1	100	0	0	0	December 2023	2022
3.1.2	100	0	0	0	November 2022	2022
3.2.1	100	0	0	0	December 2021	2022
3.2.2	3	30	67	0	December 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 2025	2025
5.3.1	30	54	16	0	June 2030	2025
5.4.1	3	30	27	40	*	2025
5.5.1						
5.6.1	0	0	67	33	*	2025
6.1.2	0	0	0	100	*	2027
6.3.1	0	0	100	0	December 2027	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	

Malta

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)	3	24	73	0	December 2026	Yes
5.3.1	Information Exchange - Aerodrome mapping service						
5.3.1	Information Exchange - Aeronautical Information Features service	59	37	4	0	June 2030	Yes
5.3.1	Information Exchange - Airspace Availability Service	10	90	0	0	December 2025	Yes
5.3.1	Information Exchange - Airspace structure service	10	90	0	0	December 2026	Yes
5.3.1	Information Exchange – Digital NOTAM service	67	29	4	0	June 2030	Yes
5.4.1	Information Exchange - Aerodrome Meteorological information Service	6	47	47	0	December 2026	No
5.4.1	Information Exchange - En-Route and Approach Meteorological information service	4	36	60	0	December 2025	No
5.4.1	Information Exchange - Network Meteorological Information						
5.4.1	Information Exchange - Volcanic Ash Mass Concentration information service	4	36	0	60	*	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	0	100	*	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 2026	No
5.6.1	Information Exchange (Yellow Profile) - Notification Service	0	0	100	0	December 2026	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	18	6	76	0	December 2026	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 2027	2025
4.2.2	Amsterdam Schiphol	90	0	10	0	June 2025	2023
4.4.1	Amsterdam Schiphol	53	0	47	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	9	32	59	0	December 2025	2025
5.3.1	27	54	19	0	December 2028	2025
5.4.1	50	17	33	0	December 2027	2025
5.5.1	45	0	55	0	December 2025	2025
5.6.1	8	22	70	0	December 2031	2025
6.1.2	100	0	0	0	December 2022	2027
6.3.1	2	18	80	0	December 2027	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

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)	3	24	73	0	December 2026	No
5.3.1	Information Exchange - Aerodrome mapping service	10	90	0	0	December 2025	No
5.3.1	Information Exchange - Aeronautical Information Features service	64	16	20	0	December 2025	Yes
5.3.1	Information Exchange - Airspace Availability Service	10	90	0	0	December 2028	No
5.3.1	Information Exchange - Airspace structure service	10	90	0	0	December 2026	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	55	16	29	0	December 2025	Yes
5.4.1	Information Exchange - En-Route and Approach Meteorological information service	55	16	29	0	December 2025	Yes
5.4.1	Information Exchange - Network Meteorological Information	88	0	12	0	December 2027	No
5.4.1	Information Exchange - Volcanic Ash Mass Concentration information service	4	36	60	0	December 2025	No
5.5.1	Network Information Exchange - ATFCM Tactical Updates Service (Airport Capacity and Enroute)	0	0	100	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)	90	0	10	0	December 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	10	30	60	0	December 2031	No
5.6.1	Information Exchange (Yellow Profile) – Extended Arrival Sequence Service	0	0	100	0	December 2025	No
5.6.1	Information Exchange (Yellow Profile) - Flight Data Request Service	10	30	60	0	December 2031	No
5.6.1	Information Exchange (Yellow Profile) - Notification Service	10	30	60	0	December 2031	No

Chart Key

Completed SWIM Service

Foreseen implementation beyond CP1 deadline

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	25	75	0	0	December 2027	
5.2.1	90	10	0	0	December 2025	
5.3.1	100	0	0	0	December 2021	
5.4.1	17	0	83	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	

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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	52	0	0	48	*	2024
1.2.1	Oslo Gardermoen	0	0	100	0	June 2032	2027
2.1.1	Oslo Gardermoen	43	52	5	0	June 2028	2022
2.2.2	Oslo Gardermoen	6	39	55	0	December 2027	2027
2.3.1	Oslo Gardermoen	27	63	10	0	June 2027	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	23	71	0	6	*	2025
5.3.1	49	3	16	32	*	2025
5.4.1	27	14	10	49	*	2025
5.5.1						
5.6.1	0	0	63	37	*	2025
6.1.2	3	22	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

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)	27	0	0	73	*	No
5.3.1	Information Exchange - Aerodrome mapping service	0	0	100	0	December 2025	No
5.3.1	Information Exchange - Aeronautical Information Features service	64	16	0	20	*	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	0	100	*	No
5.4.1	Information Exchange - Aerodrome Meteorological information Service	35	2	0	63	*	No
5.4.1	Information Exchange - En-Route and Approach Meteorological information service	43	4	29	24	*	No
5.4.1	Information Exchange - Network Meteorological Information						
5.4.1	Information Exchange - Volcanic Ash Mass Concentration information service	4	36	0	60	*	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	June 2032	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	50	50	*	No
5.6.1	Information Exchange (Yellow Profile) - Notification Service	0	0	100	0	June 2032	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 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	Warsaw Chopin Airport	3	27	70	0	December 2027	2027
4.4.1	Warsaw Chopin 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	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	24	25	51	0	December 2025	2025
5.3.1	75	14	11	0	December 2025	2025
5.4.1	39	23	38	0	December 2025	2025
5.5.1	5	48	47	0	December 2025	2025
5.6.1	13	38	13	37	*	2025
6.1.2	0	0	100	0	December 2032	2027
6.3.1	0	0	100	0	December 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
#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	

Poland

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)	32	22	46	0	December 2025	Yes
5.3.1	Information Exchange - Aerodrome mapping service						
5.3.1	Information Exchange - Aeronautical Information Features service	72	24	4	0	December 2025	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	December 2025	Yes
5.4.1	Information Exchange - Aerodrome Meteorological information Service	29	18	53	0	December 2025	No
5.4.1	Information Exchange - En-Route and Approach Meteorological information service	34	37	29	0	December 2025	No
5.4.1	Information Exchange - Network Meteorological Information	88	0	12	0	December 2025	No
5.4.1	Information Exchange - Volcanic Ash Mass Concentration information service	4	36	60	0	December 2025	No
5.5.1	Network Information Exchange - ATFCM Tactical Updates Service (Airport Capacity and Enroute)	8	72	20	0	December 2025	Yes
5.5.1	Network Information Exchange – Counts service (ATFCM Congestion Points)	0	0	100	0	December 2025	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)	8	72	20	0	December 2025	No
5.6.1	Information Exchange (Yellow Profile) - Data Publication Service	10	30	10	50	*	Yes
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	20	60	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*

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	January 2024	2022
3.2.1	100	0	0	0	December 2009	2022
3.2.2	2	14	84	0	December 2025	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	13	54	33	0	December 2025	2025
5.3.1	68	11	21	0	May 2026	2025
5.4.1	45	34	16	5	*	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	December 2027	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
#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

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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)	0	0	100	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	December 2025	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	March 2023	Yes
5.3.1	Information Exchange – Digital NOTAM service	72	24	4	0	December 2025	Yes
5.4.1	Information Exchange - Aerodrome Meteorological information Service	27	37	16	20	*	No
5.4.1	Information Exchange - En-Route and Approach Meteorological information service	34	37	29	0	March 2030	No
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	20	60	20	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	0	0	100	0	March 2030	No
5.6.1	Information Exchange (Yellow Profile) – Extended Arrival Sequence Service	14	53	33	0	December 2025	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

Romania

Number of gaps 14

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

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	16	63	21	0	December 2025	2025
5.3.1	39	33	28	0	December 2026	2025
5.4.1	46	31	12	11	*	2025
5.5.1	11	16	73	0	December 2025	2025
5.6.1	20	60	20	0	December 2025	2025
6.1.2	0	0	50	50	*	2027
6.3.1	0	0	60	40	*	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
#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	

Romania

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)	0	0	100	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 2025	No
5.3.1	Information Exchange - Airspace Availability Service	10	90	0	0	December 2025	No
5.3.1	Information Exchange - Airspace structure service	55	45	0	0	December 2025	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	30	23	0	47	*	Yes
5.4.1	Information Exchange - En-Route and Approach Meteorological information service	49	28	23	0	December 2025	Yes
5.4.1	Information Exchange - Network Meteorological Information	92	4	4	0	December 2025	No
5.4.1	Information Exchange - Volcanic Ash Mass Concentration information service	12	68	20	0	December 2025	No
5.5.1	Network Information Exchange - ATFCM Tactical Updates Service (Airport Capacity and Enroute)	32	48	20	0	December 2025	No
5.5.1	Network Information Exchange – Counts service (ATFCM Congestion Points)	0	0	100	0	December 2025	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)	0	0	100	0	December 2025	No
5.6.1	Information Exchange (Yellow Profile) - Data Publication Service	20	60	20	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	20	60	20	0	December 2025	Yes
5.6.1	Information Exchange (Yellow Profile) - Notification Service	20	60	20	0	December 2025	Yes

Chart Key

Completed SWIM Service

Foreseen implementation beyond CP1 deadline

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

Slovak Republic

Slovak Republic

Number of gaps 13

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

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	55	45	0	0	December 2025	2025
5.3.1	45	33	22	0	March 2030	2025
5.4.1	58	25	17	0	December 2025	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	4	36	60	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	✓

Slovak Republic

Powered by EUROCONTROL

Number of SWIM Services 13

Current status of implementation

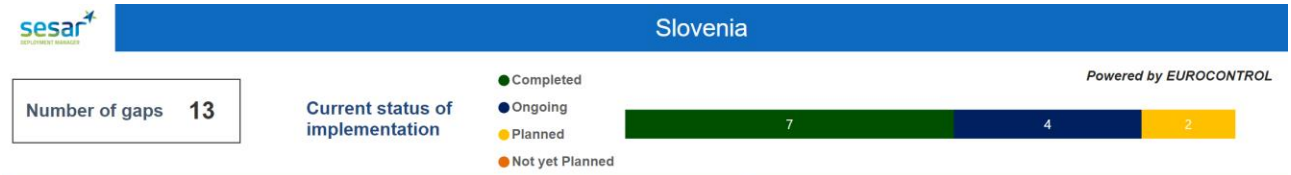
Family	Service	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Completion date	CEF Projects
5.3.1	Information Exchange - Airspace Reservation (ARES)	12	68	20	0	March 2030	No
5.3.1	Information Exchange - Aerodrome mapping service						
5.3.1	Information Exchange - Aeronautical Information Features service	3	13	84	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	11	85	4	0	December 2025	No
5.4.1	Information Exchange - Aerodrome Meteorological information Service	58	19	23	0	December 2025	No
5.4.1	Information Exchange - En-Route and Approach Meteorological information service	58	19	23	0	December 2025	No
5.4.1	Information Exchange - Network Meteorological Information	92	4	4	0	December 2025	No
5.4.1	Information Exchange - Volcanic Ash Mass Concentration information service	24	56	20	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	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



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	31	60	9	0	December 2025	2025
5.3.1	62	27	11	0	December 2025	2025
5.4.1	43	28	29	0	December 2025	2025
5.5.1						
5.6.1	40	40	20	0	December 2025	2025
6.1.2	0	0	100	0	December 2027	2027
6.3.1	0	0	100	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
#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

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Family	Service	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Completion date	CEF Projects
5.3.1	Information Exchange - Airspace Reservation (ARES)	42	12	46	0	December 2025	No
5.3.1	Information Exchange - Aerodrome mapping service						
5.3.1	Information Exchange - Aeronautical Information Features service	80	16	4	0	December 2025	No
5.3.1	Information Exchange - Airspace Availability Service	75	25	0	0	December 2025	No
5.3.1	Information Exchange - Airspace structure service	43	57	0	0	December 2025	No
5.3.1	Information Exchange – Digital NOTAM service	72	24	4	0	December 2025	No
5.4.1	Information Exchange - Aerodrome Meteorological information Service	32	21	47	0	December 2025	No
5.4.1	Information Exchange - En-Route and Approach Meteorological information service	32	21	47	0	December 2025	No
5.4.1	Information Exchange - Network Meteorological Information	92	4	4	0	December 2025	No
5.4.1	Information Exchange - Volcanic Ash Mass Concentration information service	17	63	20	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	40	40	20	0	December 2025	No
5.6.1	Information Exchange (Yellow Profile) – Extended Arrival Sequence Service						
5.6.1	Information Exchange (Yellow Profile) - Flight Data Request Service	40	40	20	0	December 2025	No
5.6.1	Information Exchange (Yellow Profile) - Notification Service	40	40	20	0	December 2025	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

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Airport Gaps

Family	Airport	Completed (%)	Ongoing (%)	Planned (%)	Not Yet Planned (%)	Implementation date	CP1 target date
1.1.1	Barcelona-El Prat Josep Tarradellas	5	53	42	0	December 2025	2024
1.1.1	Madrid-Barajas Adolfo Suárez	8	52	40	0	December 2025	2024
1.1.1	Palma de Mallorca	7	39	54	0	December 2025	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	5	40	55	0	December 2027	2027
2.2.2	Madrid-Barajas Adolfo Suárez	5	40	55	0	December 2027	2027
2.2.2	Málaga Costa del Sol	5	40	55	0	December 2027	2027
2.2.2	Palma de Mallorca	5	40	55	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 2026	2025
2.3.1	Palma de Mallorca	23	22	55	0	December 2026	2025
4.2.2	Barcelona-El Prat Josep Tarradellas	86	7	7	0	March 2025	2023
4.2.2	Madrid-Barajas Adolfo Suárez	100	0	0	0	July 2024	2023
4.2.2	Palma de Mallorca	75	18	7	0	June 2025	2023
4.4.1	Barcelona-El Prat Josep Tarradellas	51	25	24	0	December 2027	2027
4.4.1	Madrid-Barajas Adolfo Suárez	51	25	24	0	December 2027	2027
4.4.1	Málaga Costa del Sol	51	25	24	0	December 2027	2027
4.4.1	Palma de Mallorca	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	November 2022	2022
3.2.1	100	0	0	0	April 2022	2022
3.2.2	18	31	51	0	December 2025	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	18	41	41	0	December 2025	2025
5.3.1	70	17	13	0	December 2025	2025
5.4.1	46	13	41	0	December 2025	2025
5.5.1	97	1	2	0	December 2025	2025
5.6.1	16	54	30	0	December 2029	2025
6.1.2	0	0	100	0	December 2027	2027
6.3.1	0	0	100	0	December 2027	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
#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	

Spain

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Number of SWIM Services 19

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)	4	23				
5.3.1	Information Exchange - Aerodrome mapping service	80	20				
5.3.1	Information Exchange - Aeronautical Information Features service	67	29				
5.3.1	Information Exchange - Airspace Availability Service	100	0				
5.3.1	Information Exchange - Airspace structure service	100	0				
5.3.1	Information Exchange – Digital NOTAM service	67	29	4	0	December 2025	Yes
5.4.1	Information Exchange - Aerodrome Meteorological information Service	46	7	47	0	December 2025	Yes
5.4.1	Information Exchange - En-Route and Approach Meteorological information service	46	7	47	0	December 2025	Yes
5.4.1	Information Exchange - Network Meteorological Information	88	0	12	0	December 2025	No
5.4.1	Information Exchange - Volcanic Ash Mass Concentration information service	4	36	60	0	December 2025	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)	84	6	10	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	4	36	60	0	December 2025	No
5.6.1	Information Exchange (Yellow Profile) - Flight Data Request Service	20	60	20	0	December 2025	No
5.6.1	Information Exchange (Yellow Profile) - Notification Service	20	60	20	0	December 2025	No

Chart Key

Completed Gaps

Foreseen implementation beyond CP1 deadline

Chart Key

Completed SWIM Service

Foreseen implementation beyond CP1 deadline

Chart Key

Sweden

Sweden

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	Stockholm Arlanda	100	0	0	0	November 2024	2024
2.1.1	Stockholm Arlanda	80	14	6	0	June 2025	2022
2.2.1	Stockholm Arlanda	61	24	15	0	December 2025	2023
2.2.2	Stockholm Arlanda	1	11	88	0	December 2027	2027
2.3.1	Stockholm Arlanda	46	44	10	0	December 2025	2025
4.2.2	Stockholm Arlanda	22	68	10	0	December 2025	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 2023	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	39	20	41	0	December 2025	2025
5.3.1	78	17	5	0	May 2026	2025
5.4.1	40	38	22	0	December 2025	2025
5.5.1	14	40	46	0	December 2025	2025
5.6.1	8	2	90	0	January 2029	2025
6.1.2	10	40	50	0	January 2029	2027
6.3.1	2	18	80	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
#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

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Number of SWIM Services 14

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	May 2026	Yes
5.3.1	Information Exchange - Aerodrome mapping service	80	20	0	0	December 2025	No
5.3.1	Information Exchange - Aeronautical Information Features service	72	24	4	0	December 2025	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	December 2025	No
5.4.1	Information Exchange - Aerodrome Meteorological information Service	56	21	23	0	December 2025	Yes
5.4.1	Information Exchange - En-Route and Approach Meteorological information service	49	28	23	0	December 2025	Yes
5.4.1	Information Exchange - Network Meteorological Information						
5.4.1	Information Exchange - Volcanic Ash Mass Concentration information service	17	63	20	0	December 2025	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	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)						
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	30	10	60	0	December 2025	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

Switzerland

Switzerland

Number of gaps 23

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	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	36	56	8	0	December 2027	2027
2.3.1	Zürich Kloten	26	54	20	0	December 2028	2025
4.2.2	Zürich Kloten	22	38	40	0	December 2027	2023
4.4.1	Geneva Airport	48	0	0	52	*	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	42	47	6	5	*	2025
5.3.1	35	3	32	30	*	2025
5.4.1	46	16	30	8	*	2025
5.5.1	54	7	9	30	*	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 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_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

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Number of SWIM Services 19

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	16	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	20	80	*	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	43	4	40	13	*	No
5.4.1	Information Exchange - En-Route and Approach Meteorological information service	43	4	40	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	16	48	36	0	April 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	**	No
5.5.1	Network Information Exchange – Flight Management Service (Slots and NOP/AOP integration)	11	16	23	50	*	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)	60	20	20	0	December 2025	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 SWIM Service

Foreseen implementation beyond CP1 deadline

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

** *Missing data*

List of Acronyms

Acronym	Meaning
A3SG	Aeronautical Information SWIM Service Sub-Group
ACADIA	Acceleration of Aeronautical Digital Information Availability
ACC	Area Control Center
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
AISP	Aeronautical Information Service Provider
AMAN	Arrival Manager
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
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
CO2	carbon dioxide
CP1	Common Project One Reg. (EU) n. 2021/116
DM	Deployment Milestone
DMAN	Departure Management
EACP	European Aviation Common PKI
EAD	European Aeronautical Information System Database
EASA	European Union Aviation Safety Agency
EAUP	European Airspace Use Plan
ECAC	European Civil Aviation Conference

Acronym	Meaning
EDA	European Defence Agency
eFPL	Extended Flight Plan
EU	European Union
EUUP	European Update airspace Use Plan
FAB	Functional Airspace Block
FDP	Flight Data Processing
FF-ICE	Flight and Flow Information for a Collaborative Environment
FL	Flight Level
FOC	Full Operational Capability
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
LSSIP	Local Single Sky ImPlementation
MCDM	Multi-Criteria Decision-Making
MET	Meteorological
MET3SG	Meteorological SWIM Service Subgroup
MUAC	Maastricht Upper Area Control
NM	Network Manager
nm	Nautical Miles
NM B2B	Network Manager Business-to-Business Web Services
NMP	Network Manager Portal
NOP	Network Operations Plan
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
QNH	Mean sea level pressure
RMCA	Runway Monitoring and Conflict Alerting
RAD	Route Availability Document
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
TAC	Tactical Update Service
TBO	Trajectory-Based Operations
TBS	Time Based Separation
TMA	Terminal Manoeuvring Area