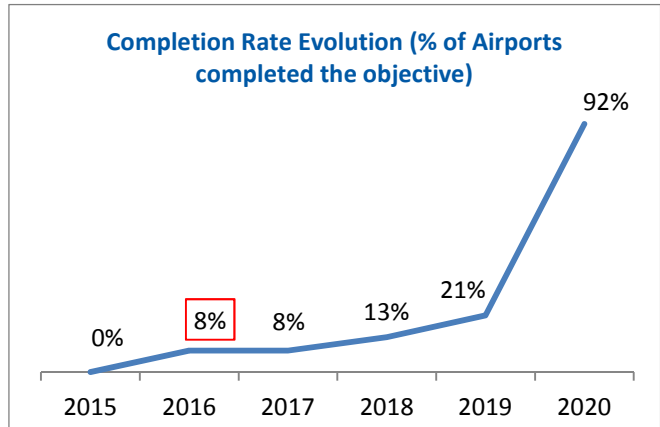


Improve RWY safety with CATC and CMAC

| | | | |
|--|--------------------------------------|---------|--|
| Stakeholders <ul style="list-style-type: none"> ANSPs Airspace Users Airport Operator | FOC 12/2020 | On time | Applicability Area 25 PCP airports |
| | Estimated achievement 12/2020 | | |

| | |
|------------------------------|--|
| SESAR Key Features | High Performing Airports |
| PCP Sub-Functionality | S-AF2.1 DMAN synchronised with pre-departure sequencing S-AF2.5 Airport Safety Nets |
| ICAO ASBU | B1-SURF |
| OI Steps | AO-0104-A |
| CAPEX | FABEC, SW FAB |



Main 2016 developments

In 2016, two (2) airports have implemented this functionality, namely Brussels (EBBR) and Gatwick (EGKK) airport. Remaining airports have all started the implementation except Copenhagen (EKCH) Airport that is in the planning phase and Oslo (ENGM) and Istanbul Ataturk (LTBA) that still have no concrete plans for implementation. The most advanced aspect of implementation is putting in place electronic clearance input system (such as EFS), which has been implemented by ten (10) airports in the applicability area. These are: Vienna (LOWW), Berlin Brandenburg (EDDB), Brussels (EBBR), Frankfurt (EDDF), Dusseldorf (EDDL), Munich (EDDM), Stockholm Arlanda (ESSA), Zurich (LSZH), Manchester (EGCC), London Gatwick (EGKK) and Dublin (EIDW). The objective is still at early stages of implementation and stakeholders have not defined and potential risks of delay.

