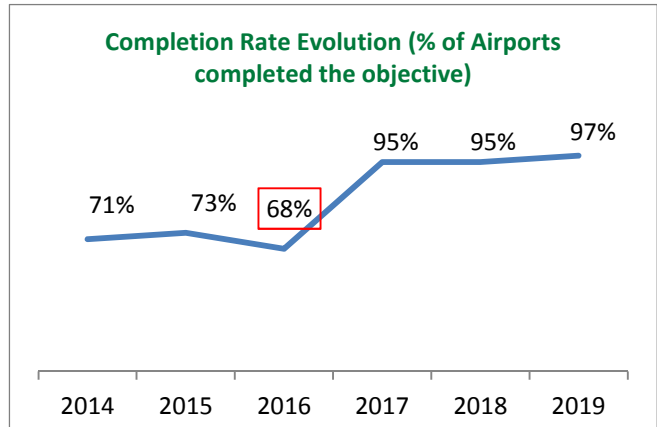


|   |                                      |      |  |
|---|--------------------------------------|------|--|
| <b>Stakeholders</b><br><ul style="list-style-type: none"> <li>ANSPs</li> <li>Airspace Users</li> <li>Airport Operators</li> </ul> | <b>FOC</b> 12/2013                   | Late | <b>Applicability Area</b><br>59 airports |
|   | <b>Estimated achievement</b> 12/2017 |      |  |

|                           |                              |
|---------------------------|------------------------------|
| <b>SESAR Key Features</b> | Advance Air Traffic Services |
| <b>EOC/OC</b>             | -                            |
| <b>ICAO ASBU</b>          | BO-CDO                       |
| <b>OI Steps</b>           | AOM-0701                     |
| <b>CAPEX</b>              | FABEC, UK-IR                 |



### Main 2016 developments

The objective completion was delayed for one more year comparing to last year estimate (12/2017). Also, the overall number of airports that have completed this functionality has reduced. This is because Spanish airports downgraded their implementation status as a result of new activities in this area initiated by the CEM working arrangement recommendation. Around 25% of airports in applicability area report delays in implementation. It seems that action that relates to monitoring of performance is the most challenging for implementation. It was also reported that some airports are performing CDO at the pilot requests, some only at night time. It should also be mentioned that some airports reported an ongoing status instead of late. This is the case for Swiss airports Geneva and Zurich. Some airports (namely Sarajevo and Belgrade) have downgraded their status from "late" in 2015 to "no plan" in 2016.

