

**Stakeholders:**

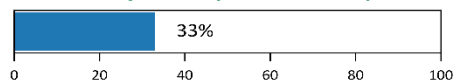
- ANSPs

**FOC:** 12/2019

**Planned delay**

**Estimated achievement:** 12/2020

**Average progress among States that have not yet completed the objective**



**SESAR Solution:**

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**SESAR Key Features:**

Advanced Air Traffic Services

**PCP Sub-Functionality:**

Predecessor of S-AF1.1 AMAN extended to En-Route Airspace (PCP)

**ICAO ASBU:**

B1-RSEQ

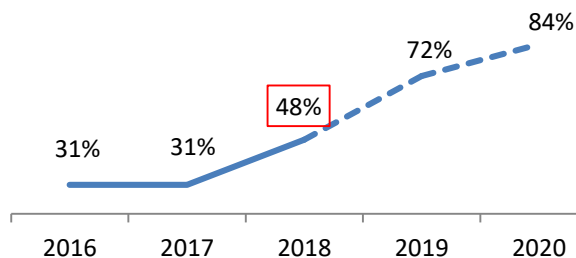
**OI Steps:**

TS-0305

**Network Strategy Plan:**

SO4/1

**Completion Rate Evolution (% of States completed the objective)**

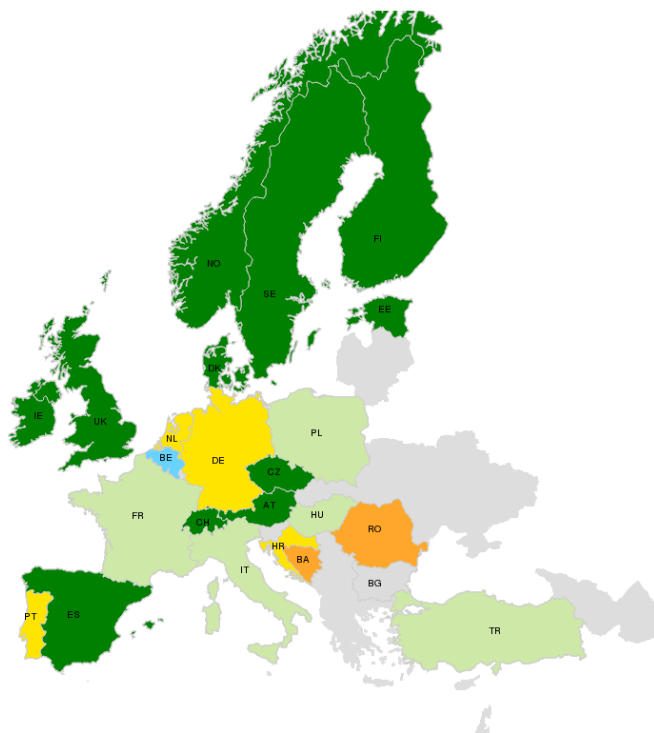
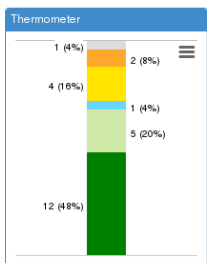
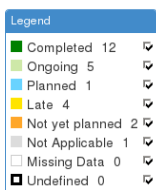


**Main 2018 developments:**

The objective requires information exchange between AMAN systems supporting the respective TMAs and the first upstream ATS systems of the surrounding en-route control sectors. This objective builds on ATC07.1 and its FOC date was changed last year to match the one of ATC07.1 (moved from 2017 to 2019).

In 2018, 12 ANSPs within the applicability area declared it completed, against 8 in 2017. This represents 48% of the applicability area. To note that in 71% of the applicable area (29 centres), ATM systems are already capable to handle AMAN messages (One States outside the applicability area, SK, has also implemented the objective in 2018, in support to AMAN in Vienna. Seventeen (17) States reported the objective as not applicable (18 in 2017). The forecast completion for the objective is estimated for the end of 2020 at the earliest. This objective is a pre-requisite for those centres subject to PCP Regulation and expected to implement extended AMAN (ATC15.2).

ATC15.1 - Information Exchange with En-route in Support of AMAN



**Applicability Area:**

EU States except CY, GR, LT, LU, MT, SK and SI.  
Plus: BA, Maastricht UAC, NO, CH, TR

**Overlaps**

Code	Full name	Progress
MAS	Maastricht UAC	■