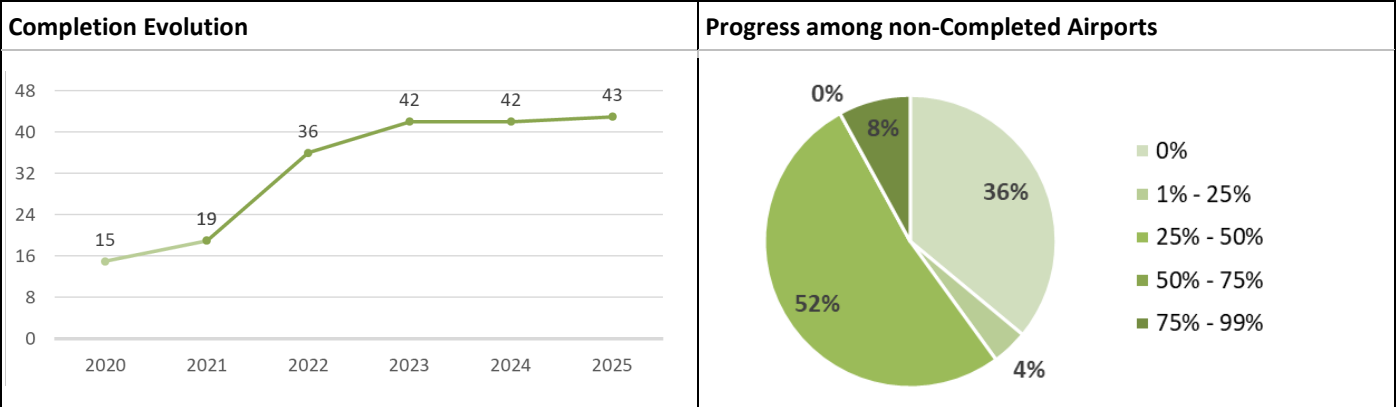


IN ATM interconnected network **Solution #61 CWP airport – Low cost simple DEP entry panel**

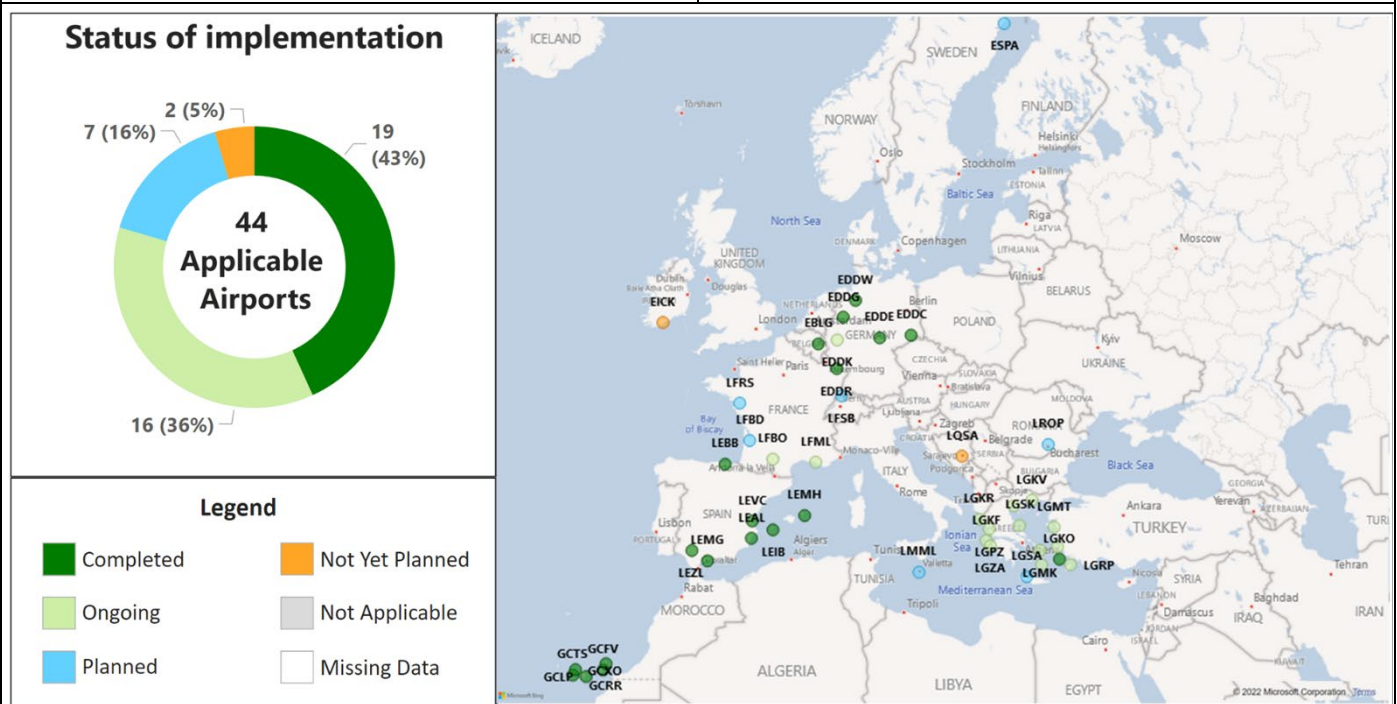
AOP17 Provision/integration of departure planning Information to NMOC

Stakeholders	ANSPs NM	Expected Benefits	Capacity	Operational efficiency	Cost efficiency
			Safety	Environment	Security
FOC	Open (Local Objective)	OI Steps / Enablers	DCB-0304		
Estimated achievement	Not Applicable	CP1 AF & SDP Family	-	-	
Status	Not Applicable	ICAO ASBU	NOPS-B0/4		



Four additional airports completed the implementation during 2021: Seville, Bilbao Airport, Liege Airport, and Kos Airport, reaching a total of **19 Airports** having **implemented** AOP17.

In most (15) of the remaining airports (25) in the applicability area, the progress achieved so far is greater than 40%, giving a strong confidence for these to be implemented by 2022.



- This functionality aims to improve integration of departure estimates from medium or small-size airports when serving a complex airspace with dense traffic through improved availability of aircraft pre-departure information to the ATM Network, through the provision of accurate pre-departure information to the NM.
- It should be noted that AOP17 should be considered as “not applicable” for the airports that already deployed A-CDM or intend to deploy A-CDM in the near future, which explains the large number of airports in the applicability area that reported this objective as “Not Applicable” (11).
- This year, Luxembourg changed his status from Not Yet Planned to Not applicable.