

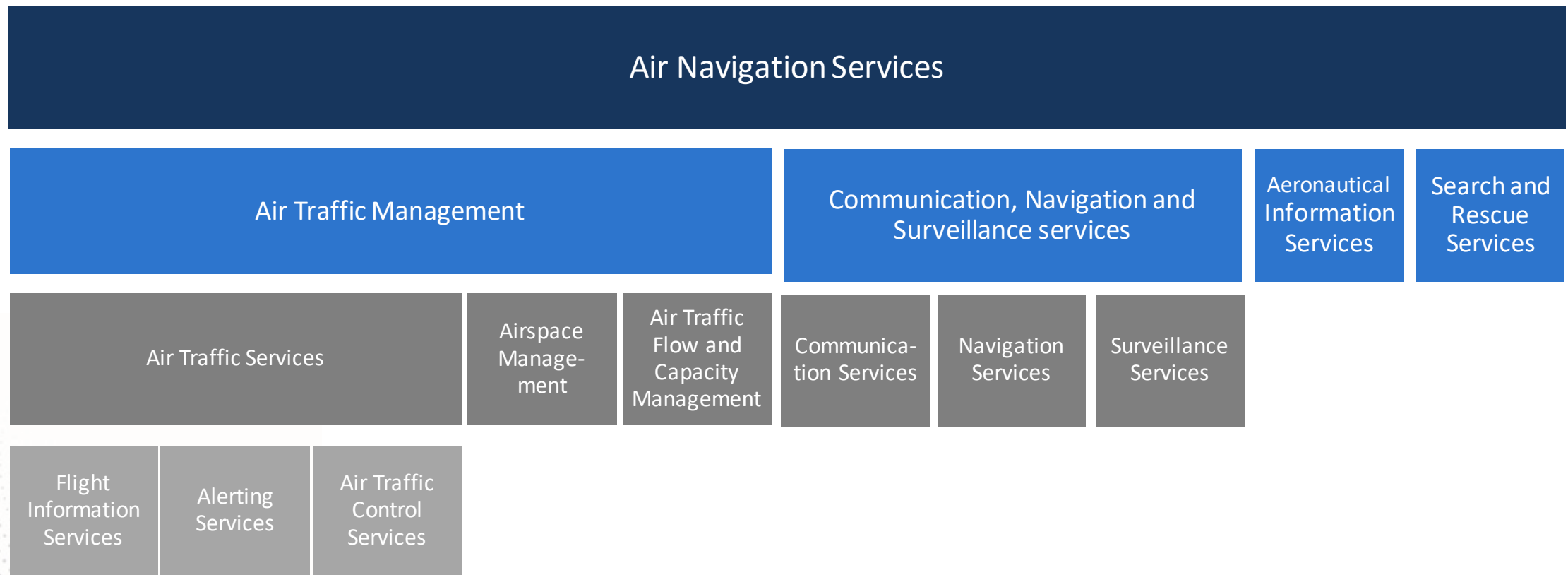


COVID-19 impact and main projects

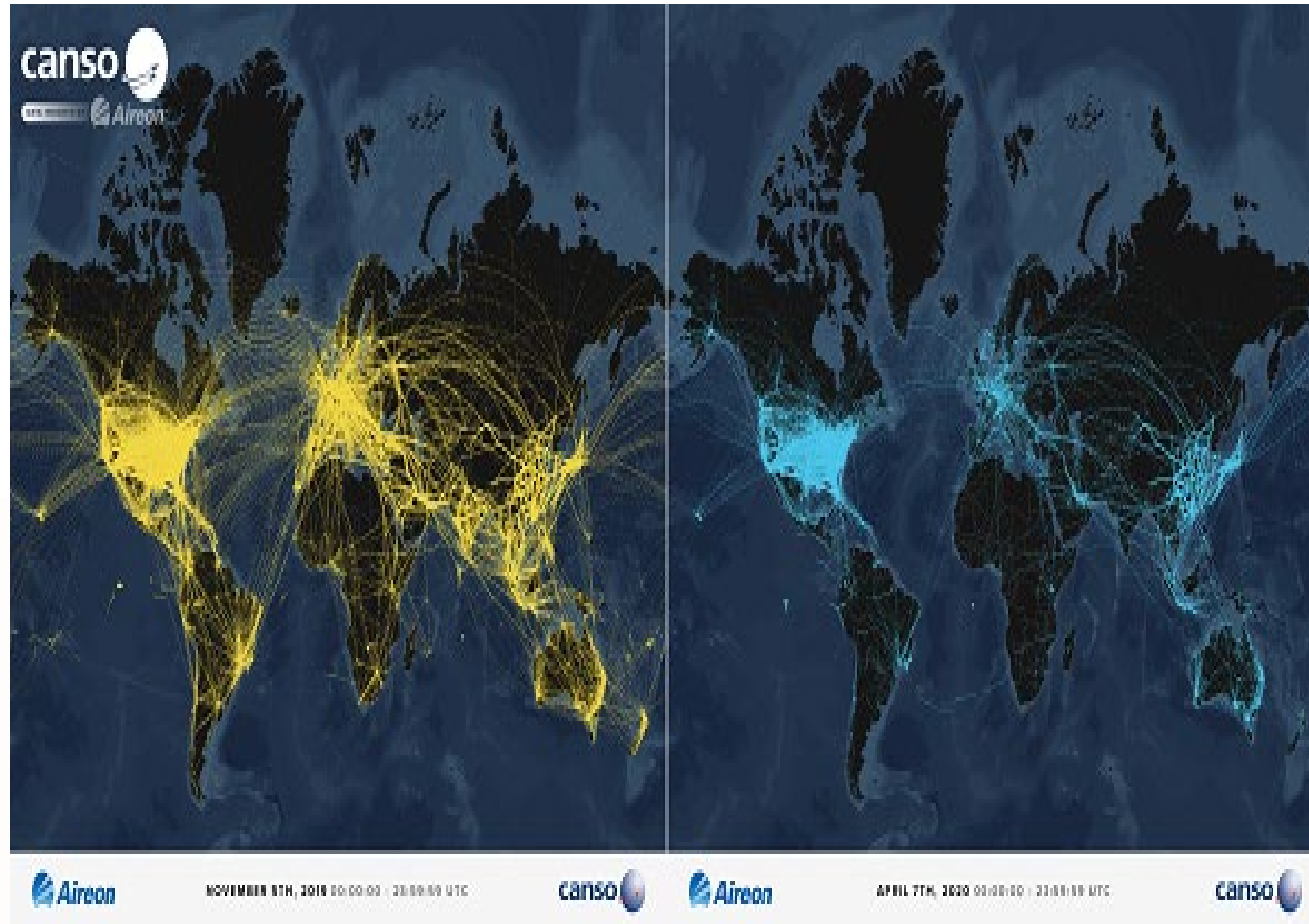
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Air Navigation Services provided by ON



COVID-19 impact on the Air Traffic Management system



COVID-19 threats and mitigation means applied by ON (1)

Threats	Mitigation measures
Air navigation services provision	
Operational staff Quarantine	Staff is divided into the groups whose do not interconnect each to other; In the group the staff is divided: staff on shift or staff on reserve; Readiness to provide services in case of staff shortage; Reduction of internal contacts and limitation of (live) meetings; Limitation of guests during the COVID-19 pandemic; A clear action plan in case of identification of COVID-19; Regular disinfection of workplaces and provision of continuous air circulation and filtration. Regular usage of disinfectants; Mandatory requirements to use face masks, respirators and face panels in premises and during the service provision; Information sharing about the COVID-19.
Potential expiry of licenses (ATC and ATSEP personnel)	Extension of licenses validation period (by EASA); Cooperation with the National Supervisory Authority regarding to the ATCO and ATSEP licensing process during the COVID-19.



COVID-19 threats and mitigation means applied by ON (2)

Threats	Mitigation measures
Air navigation services provision	
Inability to provide the required Training	Re-planning of Training; Flexible training organization, taking into account the factual circumstances; Application of remote training; To ensure the safe conditions for Training (regarding to COVID-19).
Disorder of supply and delivery of spare parts and components	Remote monitoring of the equipment; More detailed planning taking into account the possible additional time needed for the delivery.
Ensure provision of administrative functions	
Administrative staff Quarantine	Work from home.



Main Projects (1)



Area Air Traffic Control system (iTEC 2.1) – Operational usage (2021) and Development



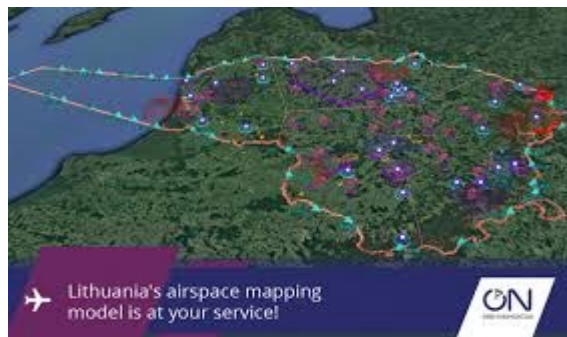
Vilnius Aerodrome Air Traffic Control system InNOVA 9000 and the integration with iTEC 2.1 (2021)



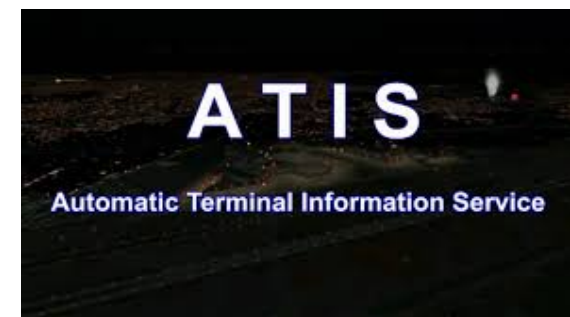
Kaunas Air Traffic Control System modernization (2021)



Implementation of the SWIM concept (2018-2023)



Air Traffic information system for lower airspace (2018-2023)



A new ATIS (2025-2026)

Main Projects (2)



New ILS for Vilnius RW 02 / 20,
New ILS for Palanga RW 19
(2021-2022)



New Palanga DME (2021-2022)



Wide Area Multilateration
system (2020-2022)



Self/Homebriefing
(2020-2022)

P-06: Integrated Aeronautical
Information Database

Integrated Aeronautical
Information Database
(2020-2022)

SES 2+: Continuation of the European Air Traffic Management system reform

SES 2+ (draft) Regulation foresees:

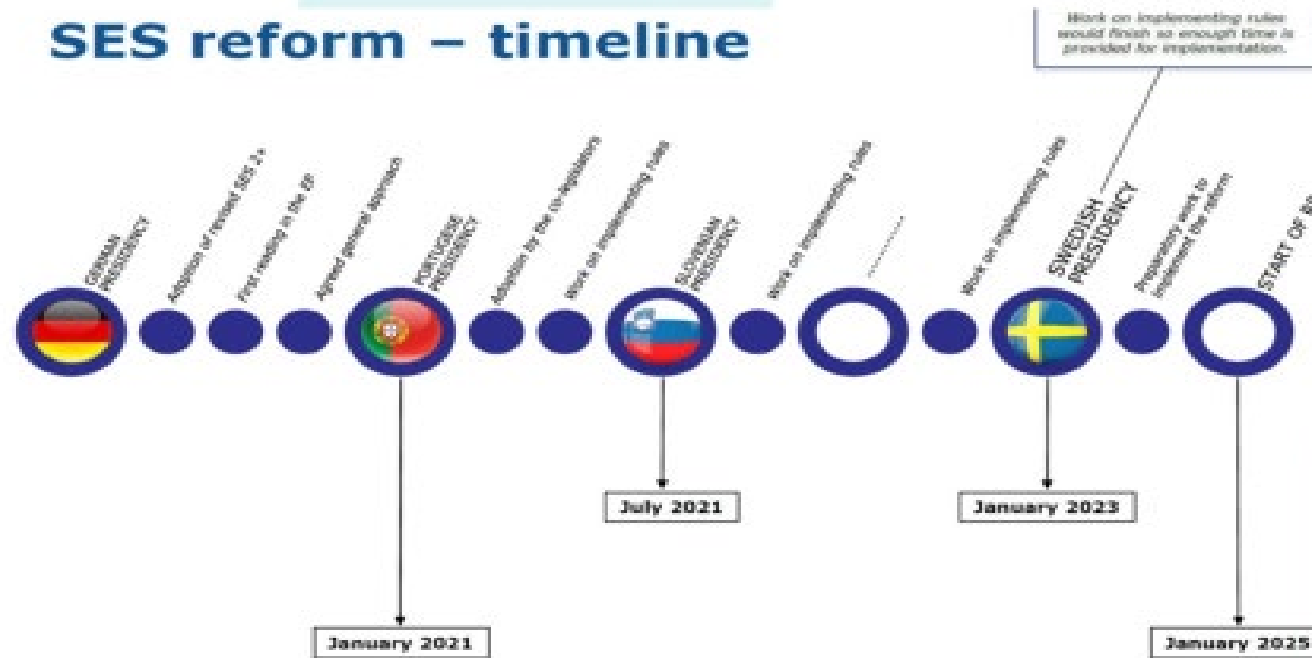


1. Where this enables cost-efficiency gains to the benefit of airspace users, air traffic service providers may decide to procure CNS, AIS, ADS or MET services under market conditions. Where this enables cost-efficiency gains to the benefit of airspace users, Member States shall allow airport operators to procure terminal air traffic services for aerodrome control under market conditions. In addition, where this enables cost-efficiency gains to the benefit of airspace users, Member States may allow airport operators or the national supervisory authority concerned to procure terminal air traffic services for approach control under market conditions.
2. Member States shall take all necessary measures to ensure that the provision of en route air traffic services is separated in terms of organisation from the provision of CNS, AIS, ADS, MET and terminal air traffic services.
3. Where common information services are provided, the data disseminated shall present the integrity and quality necessary to enable the safe provision of services for the management of traffic of unmanned aircraft.
4. Air navigation service providers shall, in addition to the certificates they are required to hold pursuant to Article 41 of Regulation (EU) No 2018/1139, hold an economic certificate. This economic certificate shall be issued upon application, when the applicant has demonstrated sufficient financial robustness and has obtained appropriate liability and insurance cover.

SES 2+ reform implementation plan

SES II + Planned timeline (as presented by CANSO at TTF 02/09)

SES reform – timeline



The formal start of the SES 2+ reform – 01.2025

The real start date (the preparatory activities) of the SES 2+ reform – 09.2020

Open and Transparent provision of services by ON

1. ON provide services in an open and transparent manner.
2. ON do not discriminate on grounds of nationality or other characteristic of the user or the class of users of its services in a manner that is contrary to Union law.



THANK YOU