



SESAR Definition Phase

Paving the way for
the Single European Sky
Implementation



SESAR Definition Phase



the context

- The fragmentation of the European airspace needs to be reduced.
- The optimization of the airspace use is necessary.
- The capacity limits of the ATM system have to be pushed back to support the air transport growth.
- Air transport Safety and Security improvements are crucial.
- Minimising environmental impact is key.
- Global interoperability of ATM systems and their concept of operations is imperative.

It is widely recognized that a purely technology driven approach towards ATM improvement will not be able to address these contextual issues. Addressing them in an efficient manner will only be possible by rethinking the approach towards ATM improvement and by moving away from the traditional evolution schemes. This is the high level objective of the SESAR Definition Phase, paving the way for the Single European Sky Implementation.

from Legislation to Implementation

The Single European Sky legislation (SES) launched by the European Commission has set the political frame for actions in Europe to support the need for doubling ATM capacity by 2020. SESAR is the operational complement to the legislative packages and for the first time in European ATM history, the European aviation players have come together to execute "the Project": achieve the first step of SESAR, its Definition Phase. It will propose concrete actions and measures to plan, research, validate, develop and support the implementation of the SES. SESAR is recognized as the impulse needed to federate resources, mobilize investments and synchronise the plans and actions of the different players within the ATM community.

the SESAR Definition Phase: a crucial step

The Project, jointly funded by the European Commission and EUROCONTROL, will deliver to EUROCONTROL the shared air transport industry ATM Master Plan together with the corresponding work Programme for the first 6 years of development and implementation. Its recommendations and defined set of actions will be the foundation for future implementation activities.

The Project is conducted by the SESAR Consortium. It joins the forces and expertise of 29 companies and organizations together with 20 associated partners: from airspace users, airports, air navigation services providers, supply industry and many others, including safety regulators, military, pilots & controllers associations and research centers as well as significant expertise from EUROCONTROL to support the Project. When it comes to ATM, global interoperability is of crucial importance. Therefore the SESAR Consortium will involve non-European players and organisations in the outputs of the Project.

The Project will build on six main deliverables to be produced over a period of two years covering all aspects of the future European ATM system.



the project milestones:
> Building the **Master Plan** for the **future**

“**SESAR: a driver for change of ATM evolution**”





Buy-in of the Definition Phase — fundamental

The European ATM Master Plan delivered by the Project will get the buy-in from the European air transport community at large. A pro-active Communication and Buy-in Strategy has been established to efficiently inform external organizations and integrate their comments and positions within the six main deliverables of the Project.



the Implementation Phase measurement for success

Following the Definition Phase, the Implementation Phase will start covering development and deployment. Development will focus on the necessary development and validation work to be conducted and the regulatory measures to be prepared in order to implement the main result of the SESAR Definition Phase: the European ATM Master Plan. Deployment will focus on the implementation of changes in the European ATM, in accordance with the main result of the SESAR Definition Phase: the European ATM Master Plan. A modern, homogeneous and always more efficient system will have become a reality.



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Consortium partners:

AEA (Association of European Airlines), Aéroports de Paris (ADP), AENA (Aeropuertos Espanoles y Navegacion Aérea), AIRBUS, Air France, Air Traffic Alliance E.I.G./G.I.E., Amsterdam Airport SCHIPHOL, Austro Control GmbH, BAA (UK airport group), BAE Systems, Deutsche Flugsicherung GmbH (DFS), Deutsche Lufthansa AG, DSNA (Direction des Services de Navigation Aérienne), EADS, ENAV, ERA (European Regions Airline Association), FRAPORT, IAOPA (International Council of Aircraft Owner and Pilot Association), IATA (International Air Transport Association), Iberia, INDRA, KLM, LfV (Luftfartsverket), LVNL (Air Traffic Control The Netherlands), Munich International Airport, NATS (National Air Traffic Services), NAV Portugal, SELEX Sistemi Integrati, THALES ATM, THALES AVIONICS.

Associated partners:

ATC EUC, Boeing, CAA UK, ECA, ETF, EURAMID, IFATCA, IFATSEA, Honeywell, Rockwell-Collins, Dassault. Research Centres: AENA, DFS, DLR, DSNA/DTI/SDER, INECO, ISDEFE, NLR, QinetiQ Limited, SICTA, SOFREAIVA.

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