



Welcome to the eleventh issue of the SESAR e-news. This regular electronic newsletter aims at giving an overview of the latest developments at SESAR, Europe's ambitious ATM modernisation programme.

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EASA and SESAR to cooperate closely in future



On 10 November 2010, the Executive Directors of the SESAR Joint Undertaking and the [European Aviation Safety Agency \(EASA\)](#), Patrick Ky and Patrick Goudou, signed cooperation and working arrangements to secure EASA's support regarding the implementation of the SESAR work programme. EASA's expertise is sought in different domains, including impact analysis of new concepts on the rulemaking, oversight and certification activities of EASA; advice on methodologies for the acceptable elaboration of safety deliverables (safety cases, safety assessments...); review of these safety deliverables and issue of opinions; or the assessment of 'certifiability' of future systems/services derived from SESAR concepts. Additionally, the Agency will provide input in different work packages and will participate in updating the ATM Master Plan as well as the regulatory and standardisation roadmaps. "EASA's cooperation is good news for SESAR and especially for our members developing the new ATM procedures and technologies. The Agency's involvement will ensure compliance with highest safety standards which will in return facilitate the certification process", said Patrick Ky after signing the working arrangement. The participation of Eurocontrol's safety experts is foreseen to support EASA in this activity. To that end, the agreements have been sent to the Director-General of Eurocontrol, David McMillan, for acceptance.

Hearing on SESAR at the European Parliament



On 11 November, the Sky and Space Intergroup of the European Parliament organised a hearing on SESAR. Members of the group were interested to learn more about the current status of the work programme, its main technical advantages compared to today's system and the next steps for the coming year. However, one of the main questions of the Parliamentarians evolved around SESAR's deployment. Patrick Ky, Executive Director of the SESAR Joint Undertaking, emphasised that Europe needed to focus on efficient and innovative ways to finance the deployment of SESAR to ensure European Industry remains a world leader in the global air traffic management market. He furthermore underlined that SESAR is a model for EU's 2020 priorities by improving aviation, preventing Europe's skies from becoming deadlocked, keeping its passengers flying safely and lessening the environmental impact of flight in the future.

Memorandum of understanding with Mexico



Between 4 and 8 October, a European delegation composed of representative of the European Commission and the SESAR Joint Undertaking (SJU) met with high officials of the Mexican government, Civil Aviation Authority, ATS service provider as well as several airlines and industries of the aeronautical sector. Objective of the visit was to agree on a memorandum of understanding to be signed by the European Commission and the Mexican Ministry of Communications

and Transportation. This memorandum will aim at joint developments in the aviation field (especially [AIRE](#) and [OPTIMI](#)). On the European side the activities of this memorandum will be performed by the SJU. It is expected that it is signed before the end of this year and its concrete activities will be determined during an ATM workshop organised by Mexico in early 2011. The memorandum is part of the European strategy to enlarge the involvement of other regions of the world in SESAR. It follows the agreement reached with Brazil (early September) and the recent incorporation of the Japanese civil aviation world to the OPTIMI supervisory committee.

Declaration of Bruges makes reference to SESAR deployment



The 'Declaration of Bruges' which summarises the results of the European Aviation Summit in Bruges (26-27 October) organised by the Belgian EU Presidency, makes reference to the deployment of SESAR technologies. The declaration underlines that innovative financing mechanisms have to be put in place and that all possible resources from the public and private sector have to be pooled, to

fund the synchronised deployment of new technologies under the SESAR programme. The main topics discussed during the summit were 'Improve competitiveness of the European aviation industry', 'Achieve the Single European Sky', 'Protect European citizens with the highest safety and security standards' and 'Ensure sustainability of aviation'. The full declaration can be [downloaded here](#). The speech of Michael Standar, SJU Chief Air Traffic Management, is available [here](#).

Exchange of views with FAA and NATO



Patrick Ky, Executive Director of the SESAR Joint Undertaking, and Denis Koehl, Senior Advisor Military Affairs, met with high representatives of the FAA and NATO in Washington and Norfolk to discuss key areas of the European and American ATM modernisation programmes. Among those topics were the military involvement in NextGen and SESAR, the programmes' funding mechanisms, the AIRE partnership and standardisation issues. Regarding the latter,

Patrick Ky insisted that industry should be enabled to build bridges where the same type of developments were foreseen on both shores of the Atlantic. Such, unnecessary costs could be avoided and interoperability could be ensured. The visits to the FAA and NATO proved to be successful as all sides showed a high will to cooperate even more in the future.

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