



Welcome to the twelfth 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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SESAR at the heart of the Aeroweek



From 31 November to 2 December, aeronautics was at the centre of discussions and debates at the European Parliament during the "Aeroweek". Under the chairmanship of MEP Dominique Baudis some key questions were addressed during the three days programme: Can the European aerospace sector take up the challenge of climate change? Can aerospace lead the way towards a more innovative Europe? How can the sector enhance its contribution to Europe's economic development?

The entire manufacturing industry was duly represented at the event by their leaders. They all stressed the importance or even the vital necessity of investing in innovation and R&D. Brian Simpson, Chairman of the Transport Committee in the EP, declared, *"By investing in the aerospace industry, we are investing in our future. Nevertheless, it is difficult. The EP and industry need to work together in order for aerospace and aviation to remain at the high-tech level that Europe can offer to the world. This will keep and even create more jobs; and jobs are what is important in this time of economic difficulty."* European Commission Vice-President Siim Kallas responsible for Transport emphasised during a debate on global competition, *"We need effective governance and innovative funds for the deployment of SES technologies. This is a priority for the next Financial Perspectives."*

The European Presidency was represented by the Belgian Minister Jean-Claude Marcourt who pointed out several concrete examples of clustering in his home country as a way forward to link actors for one common goal. At European level, the minister commented, *"Regarding the supporting tools for companies, public-private partnerships can reinforce – to my opinion – the efficiency of public policies and business strategies. In this respect, the SESAR Joint Undertaking is a good example of a win-win operation. Moreover, it answers to the need, underestimated by the general public, to urgently reform and modernise air traffic management to solve the problem of congested skies."* Finally, also Tom Enders, CEO of Airbus, emphasised that the modernisation of air traffic management is highly important given *"a jostling for space in the sky and on the ground at peak times"* in the high density coastal areas of Asia, Europe and the US. That's why, according to Mr Enders, *"Airbus and Boeing are actively involved in both SESAR and NextGen, showing that even competitors work together to find solutions"*.

Towards a Single African Sky



On 25 and 26 November, the Agency for the Safety of Air Navigation in Africa and in Madagascar (ASECNA) organised the third meeting of the ANSPs of the AFI Region in Cotonou, Benin. Following previous sessions in Dakar (2002) and Johannesburg (2004), this meeting aimed at revitalizing pooling strategies to achieve the vision of the

ANSPs in the region of a single African sky. Among the topics discussed were economic and institutional aspects, emerging technologies in ATM and how to create an effective and seamless airspace. Among the speakers invited to this conference were Benoit Fonck, SJU Programme Execution & Risk Manager - Deputy Chief Programme and representatives of SESAR members Thales, Eurocontrol and Indra. Mr Fonck presented the SESAR Programme with the objective of sharing the SJU's experience as technological and operational dimension of the Single European Sky initiative.

Briefing the Military Committee of the European Union (EUMC)



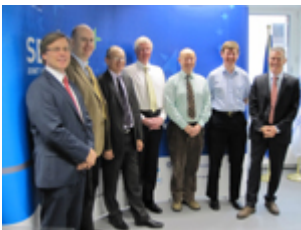
Patrick Ky, Executive Director of the SESAR Joint Undertaking, was invited to present the SESAR work programme to the Military Committee of the European Union (EUMC) on 24 November 2010 during a session on SESAR and the Single European Sky.

Mr Ky's intervention was greeted with high interest. Participants recommended to continue to raise the issue of SESAR also with the national Ministries of Defence; others highlighted the need for a close

coordination between the civil and military worlds to avoid the duplication of efforts, especially in times of budget constraints.

The EUMC is the highest military body set up within the Council in 2001. It directs all military activities of the EU Common Security and Defence Policy and provides the Political and Security Committee (PSC) with advice on military matters and the European Defence Agency with Collegiate Views. The EUMC is composed of the Chiefs of Defence (CHOD) of the Member States, represented on a permanent basis in Brussels by their Military Representatives.

GA and rotorcraft experts scrutinise SESAR ConOps



A working group with a wide representation of operational expertise from the general aviation (GA) and rotorcraft communities commenced the study to enhance the SESAR Concept of Operations (ConOps) from a specific GA and rotorcraft perspective. The task of the group is to integrate GA and rotorcraft specific needs to the SESAR ConOps and to provide necessary complementary guidance material for the SESAR programme. This study follows on from the earlier exercise undertaken to integrate military needs into the SESAR ConOps that was concluded earlier this month. The members of the general

aviation and rotorcraft group are Peter Norton (British Helicopter Association), Philippe Rollet (Eurocopter Group), Nigel Talbot (AgustaWestland), Michael Erb (AOPA), Jo Konrad (Microlight Specialists), Julian Scarfe (PPL-IR), René Meier (Europe Airsports).

The group met for the first time from 23 to 25 November at the SJU premises and is expected to deliver its final report in April 2011. Once approved, the updated version of the ConOps including the GA and rotorcraft aspects will be integrated into the relevant SJU programme work packages.

"The strength of the human", an interview with Alexis Brathwaite (President and CEO IFATCA)



SESAR will radically change the way air traffic management is handled in future. Consequently, the staff working in the aviation sector will be largely affected by this change. Since November 2009, the SJU is closely collaborating with five staff associations representing among others pilots, air traffic controllers and assistants, handling staff, flight and air traffic safety electronics engineers to profit from their specific expertise. One year after the start of this cooperation, Alexis Brathwaite, President and CEO of IFATCA, details in an interview [published on the SJU website](#) his vision of the role of the controller in future, and IFATCA's involvement in SESAR.

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