



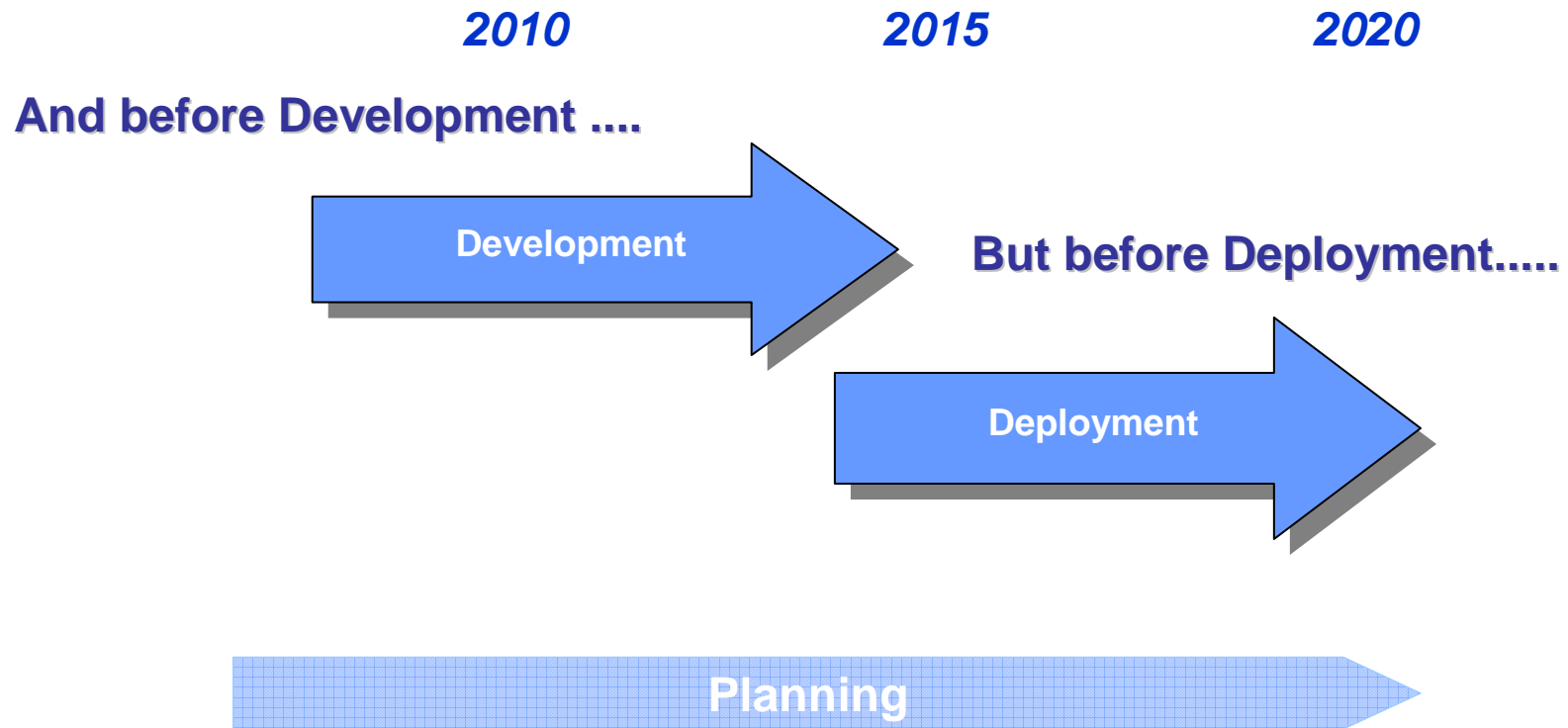
# ATC EUC



**In the end, there will be a Safe, Clean, Single Sky....**



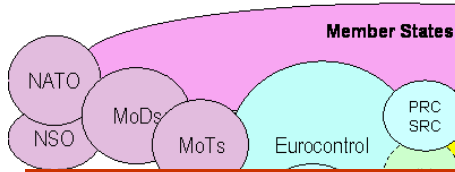
# SESAR project: Lifecycle



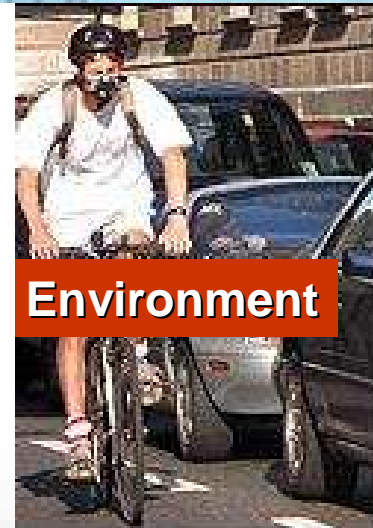
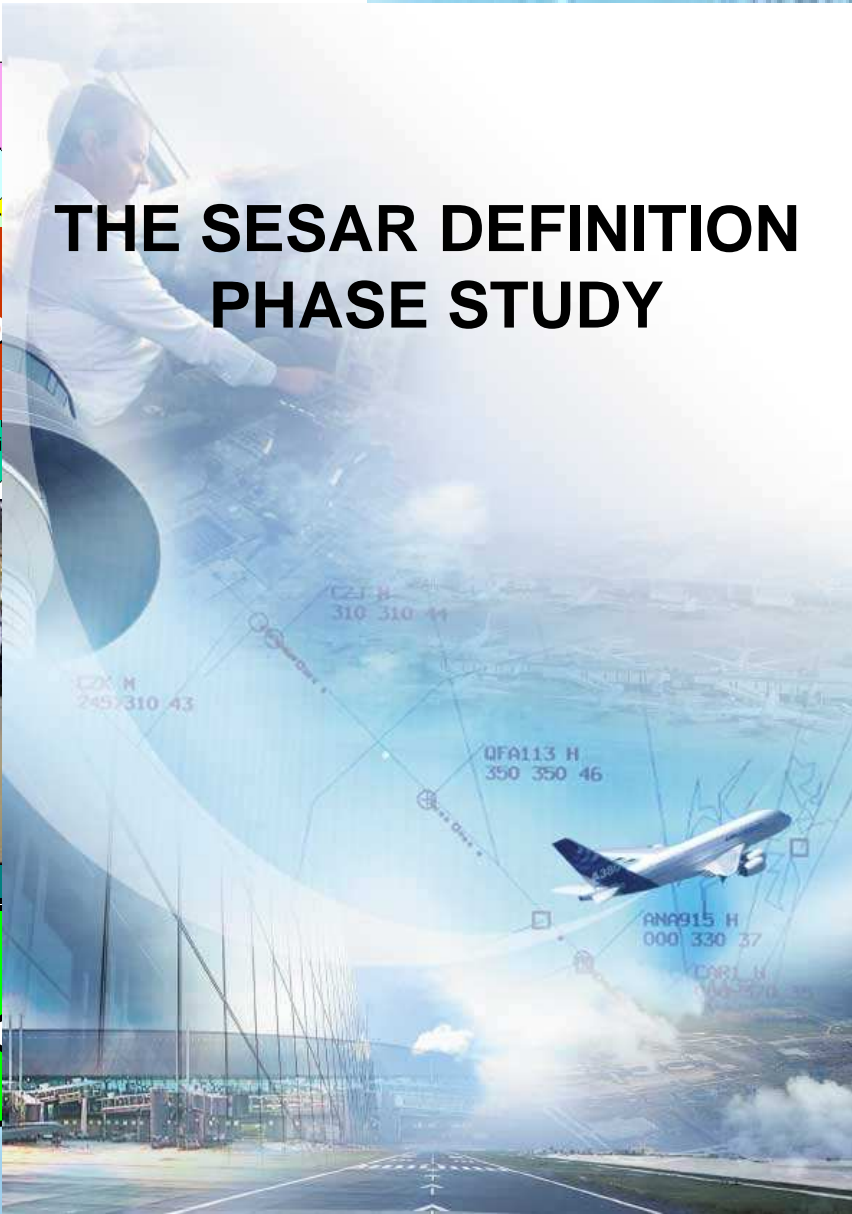
A European Plan to unlock Viable Growth in Air Transport



# We need to address some challenges !



**Complex institutional**



# Definition Phase Study = Feasibility Study

Propose detailed specifications of the future system?... **set initial indicative targets for Key Performance Areas**

Impose ONE technical solution?... **propose one single functional architecture**

End with a fully validated concept element ?... **define a detailed plan for validation and test**

Get commitment from all major players?... **build a partnership involving all stakeholders**

**But above all : propose a roadmap that is acceptable and supported as THE European way forward for ATM modernisation by all stakeholders of the Air Transport Industry**

# Milestones of the SESAR Definition Phase

COMPLETED

COMPLETED

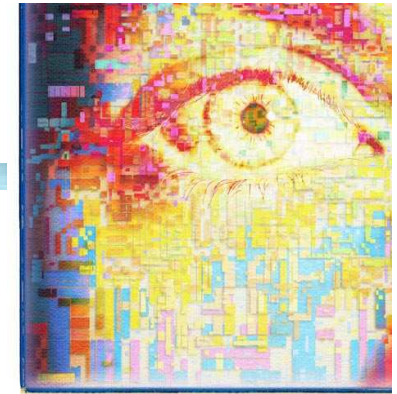


24 months

2008-2013



# The SESAR Vision



- To achieve a performance based European ATM System, **built in partnership**,
- to best support the ever increasing societal and States', including military, **expectations** for air transport with respect to the growing mobility of both citizens and goods and all other aviation activities,
  - in a safe, secure, environmentally sustainable and cost-effective manner.



# Deployed by 2020 - designed for more

## A modernized, Performance-based pan-European Air Traffic Management System with a Vision

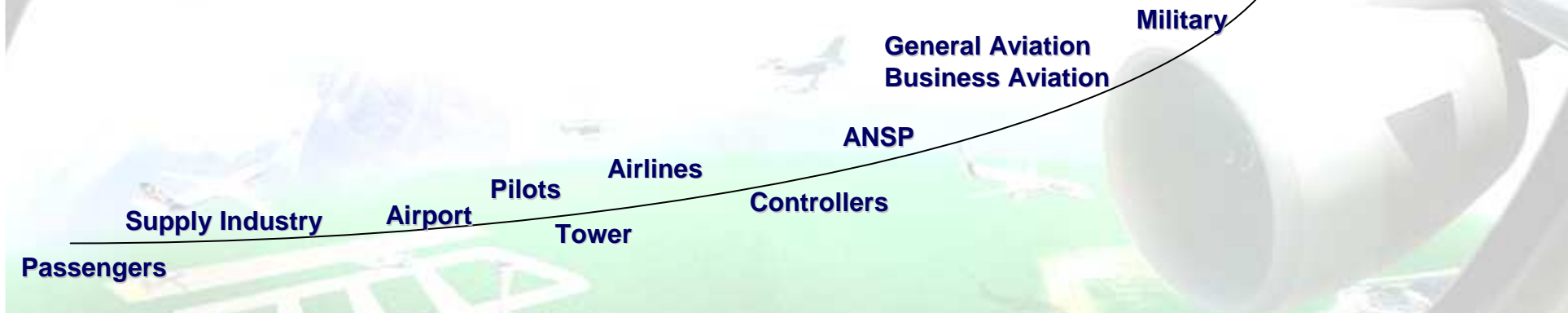
### 11 KPIs and Targets for 2020:

- Handle Capacity deployment of 73 % increase in traffic
- Safety: reach an improvement factor of 3
- ATM will deliver its maximum contribution to the Environment
- Cost-effectiveness: halve the total direct ATM Costs

# The SESAR Concept of Operations

Airspace Users ANSPs	Supply Industry Airports	EUROCONTROL European Commission	Professional Associations RCT
-------------------------	-----------------------------	------------------------------------	----------------------------------

## Europe's Global Solution



<p><b>Safety</b></p> <p><b>Security</b></p> <p><b>Environmental Sustainability</b></p>	<p>Cost Effectiveness</p> <p>Capacity</p> <p>Efficiency</p> <p>Flexibility</p> <p>Predictability</p>	<p><b>Access and Equity</b></p> <p><b>Participation</b></p> <p><b>Interoperability</b></p>
----------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------

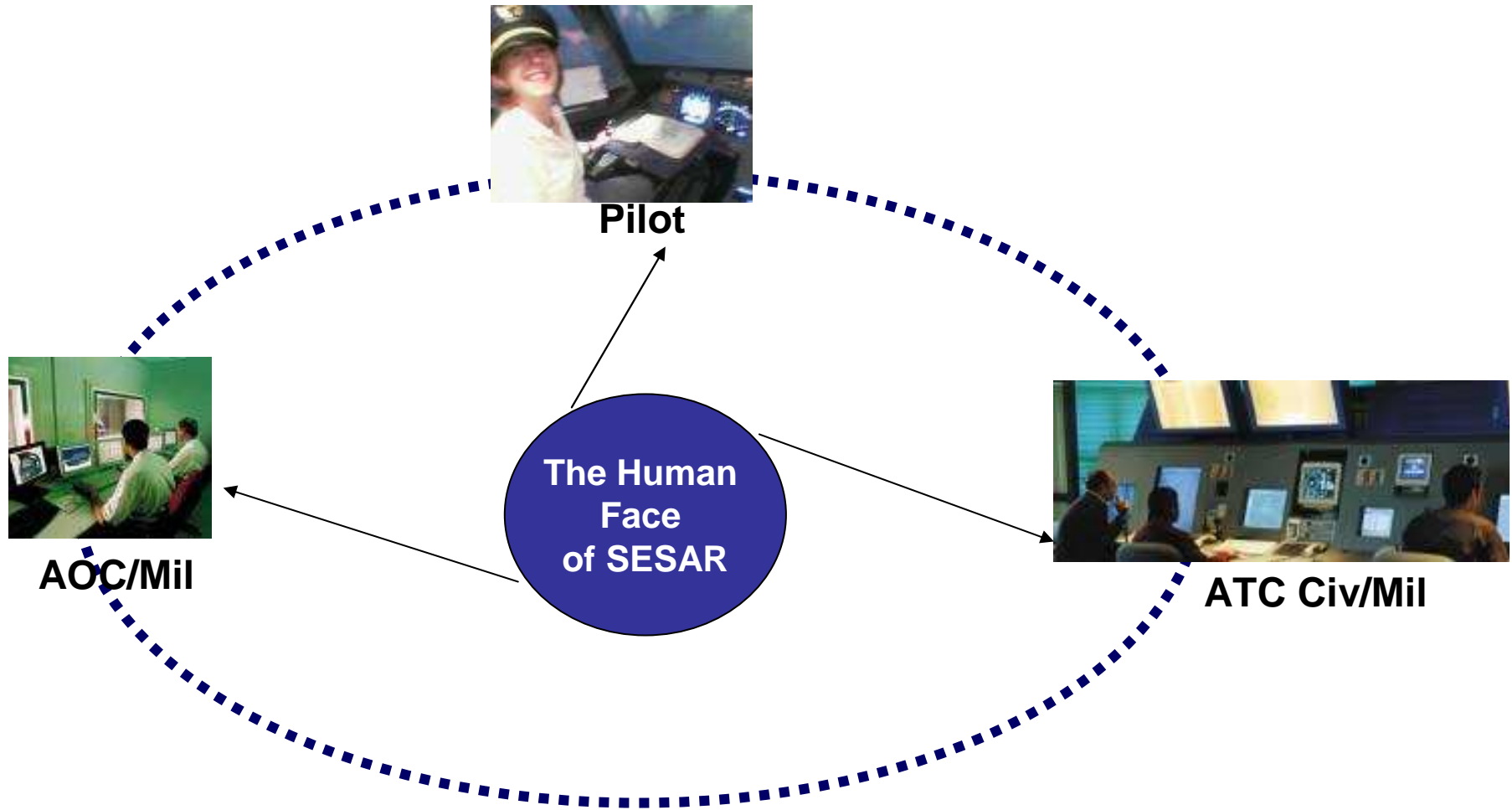
# Significant benefits for All – Gate-to-gate

## What will be the outcome?

A more rational, equitable and stable system that provides appropriate incentives to the air transport industry to efficiently use increasingly congested airspace and airports, featuring:

- Central Role of the Human → supported by tools enabling a higher degree of automation → more traffic handling, less uncertainty, lower cost
- Strategic conflict reduction through precision planning
- Improved routing efficiency → less cost → less environmental impact
- Better handling of Users' priorities (“Business Trajectory”)
- Integrated European-wide information network → one transparent language
- Integration of military and civil operations → more efficient use of the airspace

# The Role of the Human is central in SESAR



# Thanks for your nice words, but...

- The V1 - V11 saga...
- ... and what about V12?
  - ✓ structure acceptable to all
  - ✓ stakeholders feedback sessions
    - o controllers with ANSPs...
    - o ... however challenging exercise
  - ✓ Drafting Team instructed to incorporate all views
    - o not to interpret them
  - ✓ Innsbruck workshop re-planned
- a challenging exercise overall
  - ✓ mid 07 is a must



**Involvement, from all stakeholders at all levels, in building this common roadmap is the key for success.**

