



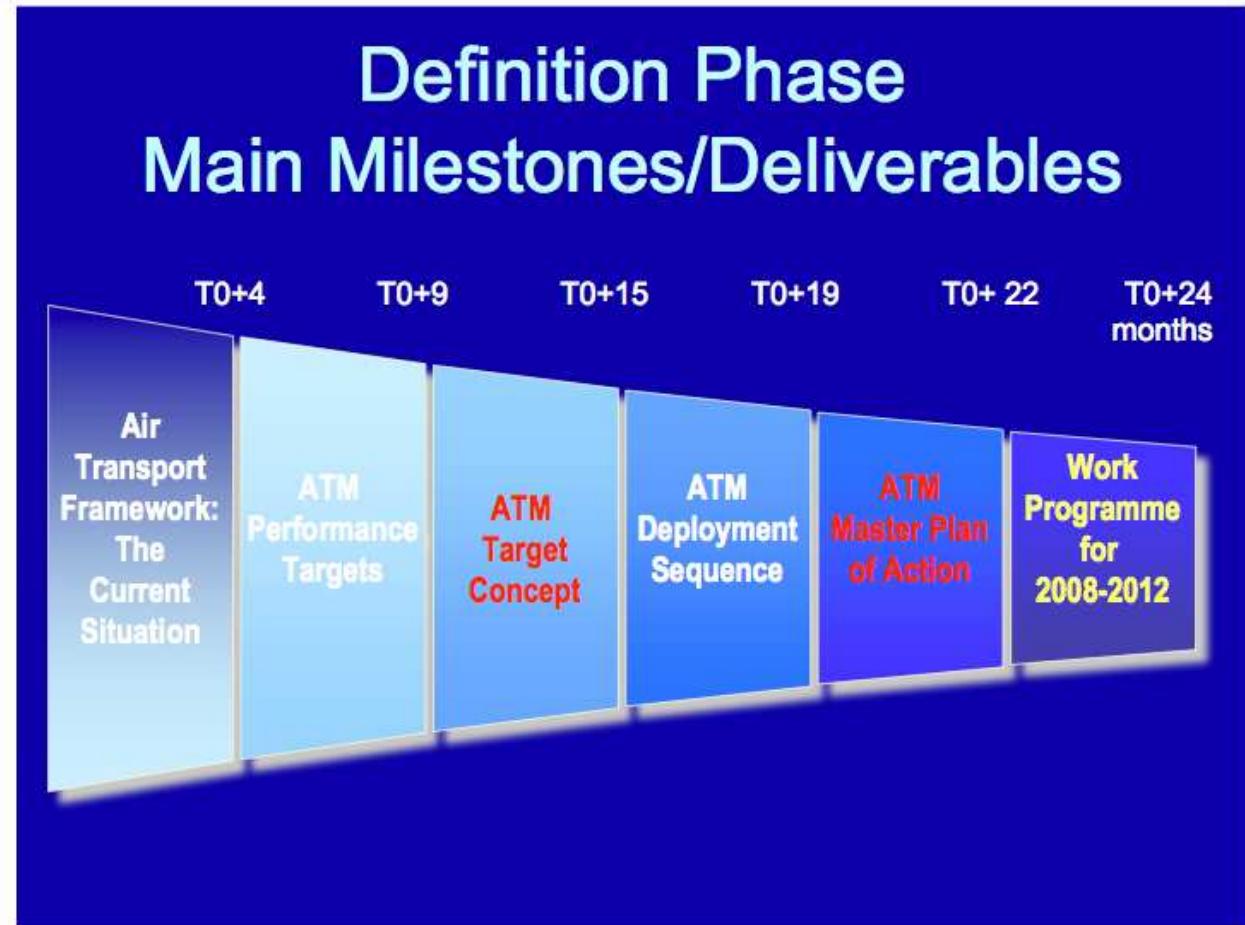
SESAR

D3 and CONOPS



Present situation

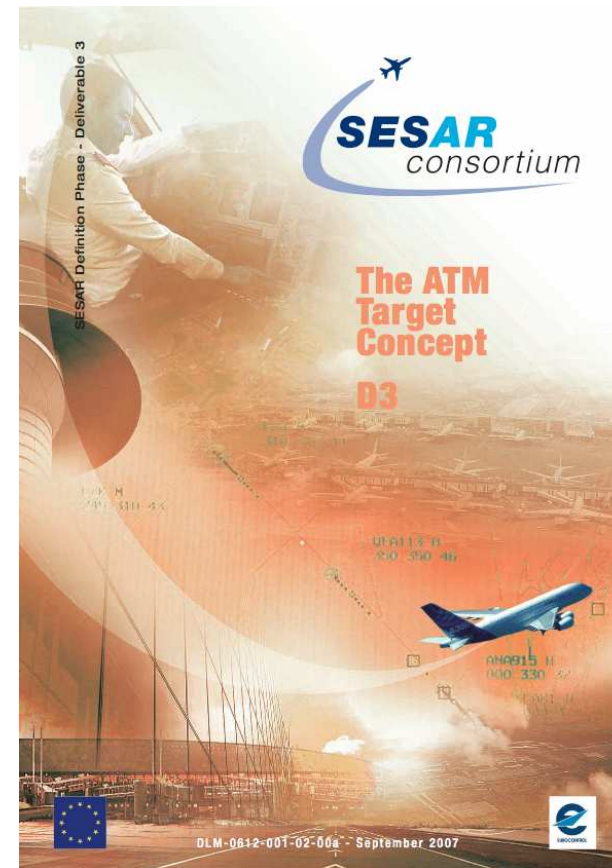
- D1 situation
- D2 not really good for us
- D3 today





SESAR Deliverable 3

- Initial Fears





2.2 CONOPS

- Delay in delivery
- Fight for power
- ATCEUC conops



"fair navigation control [...] is a task involving the exercise of public authority and is not of an economic nature, since that activity constitutes a service in the public interest which is intended to protect both the users of air transport and the populations affected by aircraft flying over them".
(Extract of decision C-364/92 of the European Court of Justice).

ATCEUC POSITION PAPER SESAR OPERATIONNAL CONCEPT ELEMENTS

INTRODUCTION

Given the results of the D1 and D2 deliverable, and bearing in mind the ICAO principles, here are the key points our organization think should be considered in priority to build the operational concept. This paper also presents the views of controllers regarding some future concepts, such as 4D trajectories, and ASAS systems. There are other elements that could participate to the realization of SESAR objectives.

The Commission gave a mandate for SESAR, and defined the objectives to be reached. The position paper is structured around those objectives:

- Capacity x3
- Safety x10
- Cost /2
- Environmental impact -10 %

The annexes at the end of the document contain the following items:

- Eurocontrol guidelines for Air traffic control automation
- ICAO principles :
- ASAS application categories :

CAPACITY

Objective: Capacity x3.

Two perspectives should be considered when addressing capacity issues: Airports and en-route

The Airport perspective :

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Conclusion

- D3 consensus
- But: