

SESAR

State of Play

Selection of candidate members

- SJU membership accession process launched by EC on 27th June 2007 with deadline 15/09
- 15 candidate members selected
- 12/10/07 and 1/12/08, discussions between the ED, ECTL and Members in order to define:
 - A Description of Work (DoW) to be realized during the development phase
 - A draft membership agreement with SJU

Contribution from the selected members

- 17/12/08 invitation to submit their BAFO (Best and Final Offers) by the 16th/02/09 for 257 projects covering WP B, 3, 4, 5, 6, 8, 9, 10, 12, 14 and 15
- 17/02/09 to 27/02/09 : Evaluation process by 42 experts
- PAB (Proposal Analysis Board): 4 and 5 March
- 1012 offers out of 1155 were accepted for a total of 1.3 billion Euros
- Conclusions endorsed by SSC 23/03 and SJU AB 26/03

Candidate Members	Offers Submitted	Offers accepted	Euro Millions
AENA	70	69	61
AIRBUS	70	51	79,4
ALENIA	65	30	32,1
DFS	77	76	60,5
DSNA	71	71	61,5
ENAV	64	62	60,3
FREQUENTIS	33	30	26,3
HONEYWELL	32	24	39,7
INDRA	103	99	119,3
NATMIG	33	29	35,3
NATS	53	51	59,7
NORACON	65	62	57,7
SEAC	25	24	14,6
SELEX	104	64	77,3
THALES	137	128	237,3
ECTL	153	142	277,7
TOTAL	1155	1012	1299,7

PC and Council

- 27 march: PC unable to come to an agreement regarding the participation of ECTL in SESAR: decision postponed to the 7th May
- 30 March : Transport Council meeting adopted a resolution on SESAR with the following extracts:
 - Requests that the EC ensures that the Sesar JU will submit the first update of the ATM Master Plan to the AB for adoption before the end of march 2010
 - Stresses that the Sesar JU retains overall control on any work delegated to ECTL and over the development phase including adequate financing and fundings arrangements
 - Invites the Commission to submit a recommendation to the Council in order to authorise the Commission to open negotiations on a MoC with the FAA

ATCEUC participation

- Contracts will be signed with PSO, similar to the ones signed during the definition phase
- 2 levels of participation:
 - WP level : 2 days a month for reviewing, commenting and participating to consolidation meetings
 - Management level : 1 day a month at the SJU level to give an input on the process

Challenges

1. Make sure that the SESAR programme will go into a direction acceptable by European Controllers
2. Make sure that Controllers' rep (namely ATCEUC and IFATCA) will have a common approach on the requested ATM system and the respective role of the controller, the pilot and the system
3. Make sure that the money is used to the benefit of the passenger and not to the users and Industry

Questions to be answered

- How to make the best use of TEN/T funds to the benefit of the general interest ?
- How to secure the development of a efficient system acceptable by Controllers

Issues

- TEN/T funds
- 60 millions € out of the 500 of the European recovery Plan will go to the Air Transport
- Green Paper on TEN/T
- Air Transport has not benefit so far compared to the Rail
- Statement that ATM must be considered as an infrastructure

Issues (2)

- Acceptable System for controllers: How ?
- Controller remains the decision maker, whatever the level of automation is
- The Controller Working Position (CWP) responds to the same criteria used in Cockpit, whatever the location in Europe, En route, Approach and airports

Suggestions

- ATCEUC would like public funds from TEN/T to be used to the development of current F A Bs, which is another way to bring important added value toward a Single Sky
- ATCEUC will not accept a system where Atco is not the decision maker, especially where the conflict resolution is concerned

On the table

- ATCEUC will work together with IFATCA on a common position regarding the next ATM system
- ATCEUC will sign an agreement with ECTL (2 year Contract) regarding its participation in the development phase
- A workshop on EASA will be organized by ATCEUC and IFATCA
- Set up of a Sesar working team is necessary