

SESAR

Which opportunities ?



Situation today

- Providers try to work together but are limited by their national organization, the relationship with their home industry and the complexity of the project
- Industry is better prepared to manage this kind of international project
- Industry has taken the lead of SESAR

ATCEUC has no solution but to be pro- active

- By deciding the system we want in terms of:
 - ① Respective role of human and machine
 - ① Controller Working Position in ACC, APP and airports and the associate tools

① Respective role of human and machine

- Which level of automation are we ready to accept by 2020 ?
- Which level of responsibility to be transferred from ground to the cockpit ?
- Conflict detection: Controller remains the one who decides whether he accepts the proposal of the decision aid tool
- Conflict resolution: a responsibility totally dedicated to the controller at the horizon 2020

② CWP and associated tools

- Definition of a list of specifications to be at the disposal of any European controller:
- STCA, MSAW, sequencing tool (AMAN), DMAN, downlink of level, speed, heading, rates...., automatic frequency change, real time workload of the surrounding sectors, updated trend of own sector ..., everything needed by controllers to provide a service with requested performances of safety and capacity

How ?

- Organize meetings with controllers from different units and list the best practices in Europe in terms of Safety and capacity in En route and Approaches
- Set up a bilateral exchange with the SJU in order to monitor the evolution of the concept of operation (4.2, 5.2, 6.2 and B 4.2)
- Participate as much as possible to the validation process in a professional way with the ability to say No and why



Tiger team

- Put in place by the SJU with the objective to define 10 quick wins to be implemented in Europe by the end of 2010
- Provider, controllers, pilot, airlines (low cost and IATA)
- Some proposals: automatic recording of safety occurrences, downlink of level, speed and heading, real time workload, point merge procedure, taxiing out time.....