

SESAR Briefing

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1 SESAR JU Progress

SESAR is the European air traffic control infrastructure modernisation programme. It is responsible for developing new generation air traffic management systems capable of ensuring the safety and fluidity of air transport worldwide over the next 30 years and beyond.

Following the completion of the SESAR Definition Phase in April 2008, SESAR is now entering the Development Phase – a seven R&D programme managed by the SESAR Joint Undertaking with a budget of €2.1Bn.

Recent months have seen a number of political milestones achieved:

1. The European Council have adopted the SESAR ATM Master Plan as developed by the SESAR Definition Phase as the first edition of the European ATM Master Plan.
2. The Single Sky Committee has voted positively on the ascension of the 15 candidate members to the SESAR JU. This vote enables the Commission representative to the SESAR Admin Board to support the ascension of the candidate members.
3. The EUROCONTROL Provisional Council has voted positively to Eurocontrol ascension to SJU membership – committing EUROCONTROL to a €700M contribution to SESAR.

These three political achievements leave the path clear for the SESAR JU to sign the membership agreements with the 15 candidate members and launch the work programme. It is anticipated that all members will be represented for the first time at the SJU Administrative Board on the 12th June.

The majority of the work programme has already been assigned to the members but significant parts – in particular the Flight Operations Centre and Long Term Research Work Packages are still to be let.

The SESAR JU are planning a six month ‘ramp-up’ phase starting in June which should see the work programme in full swing by the start of 2010 – 20 months after the completion of the definition phase.

2 SESAR JU Procurement Opportunities

The current SESAR JU procurement opportunities open to non-members are:

- § **Scientific Committee:** Call for expression of interest addressed to scientists to be appointed as members of the SESAR Joint Undertaking Scientific Committee in relation to its Air Traffic Management Research and Development Activities (Deadline: 15 June 2009).
- § **Provision of civil airspace users’ expertise:** The present procurement procedure is targeting specific users’ categories whose technical expertise is needed for the execution of the SESAR Programme. In particular Scheduled & Charter Airlines, Low cost Airlines,

Cargo Operators, Business Aviation and General Aviation. Only AOC holders and employees of airspace user organisations are able to respond (Deadline 8th June).

- § **Independent Experts:** This call for expressions of interest is addressed to individuals for the establishment of a database of prospective independent experts to assist the SESAR Joint Undertaking for tasks in relation to its Air Traffic Management Research and Development activities.

Now that the full funds are in place, it is anticipated that the SJU will launch calls for independent studies on some topics. These will be advertised through their web site.

3 Adoption and maintenance of the master plan

As mentioned above, the on March 30th 2009, the European Council adopted a Decision through which the SESAR ATM Master Plan has been endorsed as the initial version of the European ATM Master Plan. This Decision is complemented by a Resolution focusing on critical aspects of the Master Plan's contents, maintenance process and early execution.

"The European Air Traffic Management Master Plan – Edition 1" effectively brings together the key documents in support to the transformation of the SESAR ATM Master Plan into the initial version of the European ATM Master Plan:

- § The Council Decision endorsing the Air Traffic Management Master Plan;
 - § The Council Resolution on the endorsement of the Air Traffic Management Master Plan;
 - § The Communication from the Commission to the Council and the European Parliament on the ATM Master Plan.
 - § The SESAR ATM Master Plan 3 D5- SESAR Master Plan (ref. DLM-0710-001-02-00, April 2008) as resulting from the SESAR Definition Phase.

According to the Council's Resolution, the first update of the European ATM Master Plan is expected to be endorsed by the Administrative Board of the SESAR Joint Undertaking before March 2010. It is understood that will concentrate on a new definition of the first implementing package including updates to the regulatory and standardisation roadmaps. Subsequent updates will consider IP2 and IP3. The update cycle for subsequent editions is likely to be in the order of two to three years and will consider refinements of IP2 and IP3 on the basis of the results of the SESAR Work Programme.

4 Conclusion

In the previous SESAR Briefing released last December, we reported that 2008 had been both an exciting and slow year for SESAR but that the industry can look forward to smooth acceleration throughout 2009 with 'full speed ahead' being achieved by the summer.

Unfortunately we now need to report that the complexity issues facing SESAR JU appear to have resulted in at least a further six month slip with full speed not expected to start of 2010. As the vast majority of the ATM industry is not a member of SESAR, we can only cross our fingers and hope that outlook for SESAR improves now that the Industry Members are on board.