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Working together
to deploy SESAR

THE A6 – ATM's voice in SESAR

The A6 is an alliance of some of the main European Air Navigation Service Providers (ANSPs). Its aim is to help drive modernisation of the European ATM network within the SESAR programme for the benefit of customers.

Its role is to create synergies between the ANSP members of the SESAR JU to maximise customer and network benefits and to provide leadership at a European level in critical technical and strategic areas.

The A6 members, bound by a Memorandum of Co-operation, are full members of the SESAR Joint Undertaking, making the A6 uniquely placed to represent the interests of the ATM industry in the effective deployment of technologies and concepts developed through the SESAR programme.

SESAR is one of the most ambitious programmes ever launched in Europe, and the European Commission is currently deciding how it will be deployed. The A6 fully supports CANSO, the ATM trade organisation, in being keen to ensure that a Deployment

Manager is appointed swiftly to take ownership of the programme, to ensure that ANSPs' requirements are included, and to ensure it is delivered collaboratively across the aviation community.

Richard Deakin, Chair of the A6 Steering Board, said: "Our airline customers require a system that delivers significant safety, capacity, cost and environmental benefits. SESAR will deliver those benefits and it is vital that we move forward with the deployment phase of this important programme."

"We firmly believe that only by working together across the whole industry, will we achieve the much needed step change in European ATM and ensure we remain co-ordinated globally through our co-operation agreement with the FAA and the NexGen programme."

The A6 has also played a significant role in shaping the latest version of the ATM Master Plan – a blueprint for the future of European aviation - and will continue to contribute to future updates to ensure ANSPs' technical and funding requirements are adequately addressed.

FAA and A6 collaborate for a better future for aviation

The A6 and the FAA have agreed a framework for collaborating on future ATM systems and sharing techniques and strategies to improve and speed up the modernisation of the ATM infrastructure on both sides of the Atlantic.

This includes best practice on the introduction of new technology, implementation, programme management and lifecycle management, priorities such as DataComms and agreeing an ANSP approach for engaging with CNS/ATM infrastructure manufacturers.

Future discussions will include the funding and financial structures of NextGen and SESAR and the assessment of planning system testing, deployment and training.



A6 SUPPORTS QUICK DECISION ON DEPLOYMENT MANAGER

The A6 agrees with CANSO that the Deployment Manager should be appointed as soon as possible.

The A6 also agrees with CANSO that the Deployment Manager should be a single legal entity set up by the main operational investors - the Airspace Users, ANSPs and Airports - with the appropriate expertise knowledge in the area of ATM/ANS implementation project and investments management.

It should have sole accountability for the definition, development, execution, monitoring and maintenance of the Deployment Programme. In order to ensure buy-in and engagement from the key investing stakeholders - including civil and military - an appropriate consultation mechanism should be identified.



A6 Working Groups

Two working groups have been set up to focus on core areas of ATM interest and to share, synchronize and converge A6 activities within and beyond the SESAR programme for the benefit of customers.

SESAR R&D Working Group ensures that the SJU programme is driven by operational or ATM business needs. It manages task forces of dedicated experts covering complex issues such as Trajectory management, system architecture, and System wide information management or SWIM.

SESAR Deployment Working Group co-operates mainly in SESAR deployment planning, including European ATM Master Plan); synchronisation, execution, funding & financing.

SESAR Timeline

The Single European Sky (SES) is an ambitious initiative launched by the European Commission in 2004 to restructure European airspace, create additional capacity and increase the overall efficiency of the ATM system, unconstrained by national borders.

SESAR (Single European Sky ATM Research) is the technology pillar of SES, aiming to develop the new generation air traffic management system capable of ensuring the safety and efficiency of air transport worldwide over the next 30 years.

The programme is being delivered in three phases:

Definition phase (2004-2008) delivered the ATM master plan defining the content, the development and deployment plans of the next generation of ATM systems. This phase was contracted by Eurocontrol, and co-funded by the European Commission.

Development phase (2009-2016) will produce the required new generation of technological systems, components and operational procedures defined in the SESAR ATM Master Plan and Work Programme. This phase is led by the SESAR Joint Undertaking of which the A6 partners are full members.

Deployment phase (2014-2020) will see the large scale production and implementation of the new ATM infrastructure, with fully harmonised and interoperable components guaranteeing high performance air transport services in Europe. This phase will be delivered by the Deployment Manager.



A6 supports set-up of Pilot Common Project

In preparation for setting up the Deployment Manager, the A6 is supporting the EC in defining and executing the Interim Deployment Programme (IDP) and in identifying the contents of the Pilot Common Project (PCP) for SESAR Deployment.

Common Projects are understood to be the legal instrument enabling EU funding and financing to the SESAR Deployment Programme. The EC is currently finalising its Guidance Material on Common Projects to help understanding of the different governance layers for SESAR deployment and how they fit with current Regulations.

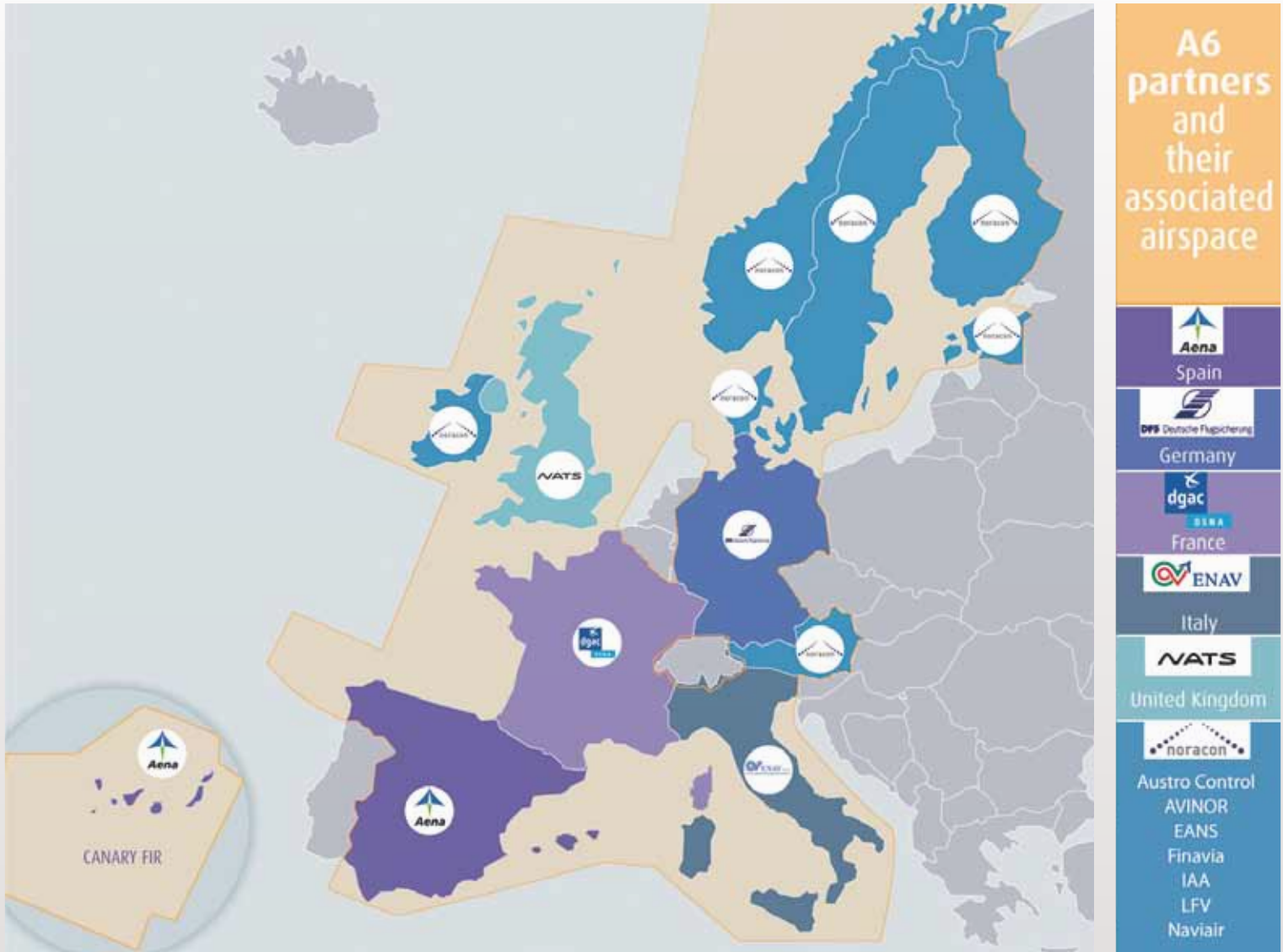
Common Projects content must be extracted directly from the ATM Master Plan (ATMMP); a common project would therefore consist of a comprehensive subset of implementation objectives extracted from the ATMMP.

A common project should include a cost benefit analysis to provide evidence that it will benefit all operational stakeholders. The key investors (airspace users, ANSPs, Airports) should be invited to endorse these benefits before the common project is adopted, committing States and stakeholders to its implementation. Once adopted, the common project would then be translated by the Deployment Manager into the Deployment Programme.

A6 is supporting the SESAR JU in fulfilling its EC mandate to provide the contents of the first PCP. The JU is doing this through a Steering Group to provide strategic direction, with expert groups exploring mature solutions ready for synchronised deployment in the following areas:

- Traffic synchronisation
- Network collaborative management, demand and capacity balancing and free route.
- Airport integration and throughput
- Conflict management and automation
- System Wide Information Management (SWIM)

The A6 is confident its contribution to the pilot common project definition will determine a feasible set of technical areas to which airspace users, airport and air navigation service providers can commit to deploy.



A6 – an alliance for the industry

The A6 alliance is formed of the six ANSP members of the SESAR JU – Aena (Spain), DFS (Germany), DSNA (France), ENAV (Italy), NATS (UK) and NORACON – a consortium including Austro Control (Austria), AVINOR (Norway), EANS (Estonia), Finavia (Finland), IAA (Ireland), LFV (Sweden) and Naviair (Denmark).

The A6 ANSPs are full members of SESAR JU. Their role is to create synergies between the ANSP members of the SESAR JU to maximise customer and network benefits and to provide leadership at a European level in critical technical and strategic areas.

Eight of Europe's nine Functional Airspace Blocks (FABs) – the geographic pillar of SES – are also represented within the A6. While the FABs are primarily focused on operational performance improvement, the

A6 is focused on SESAR development and deployment, SESAR deployment execution (planning, governance, funding), and key strategic areas of A6 common interest related to transport and aviation legislation, industry stakeholders.

Collectively the A6 member ANSPs control over 70% of European air traffic and 72% of the investment in the European Air Traffic Management infrastructure of the future.

Many other ANSPs are associate partners of the A6 within the SESAR programme.

The A6 will be a catalyst for the ANSPs' contribution to the modernisation of the European ATM system. The A6 is not an exclusive initiative – it is intended to be inclusive, and there will be particular issues which will benefit from the input of non-A6 ANSPs.

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The alliance of ANSPs to drive the modernisation of the European ATM network within the SESAR programme for the benefit of our customers



NATS

