

ASD KEY PRIORITY 1.2 SESAR

ISSUE

Regarding the SESAR implementation, there are two issues for manufacturing industry in the next few years:

- The proper operation of SESAR Development Phase
- The deployment of the so-called “Implementation Package” 1 (IP1) on-time

Deploying IP1 on time (target date for full implementation 2013-2015) will therefore enable the transition to the next SESAR concepts and systems. Delays or fragmented deployment of IP1 would make the SESAR deployment more difficult, add avoidable costs, or even put it at risk.

The “Implementation Package” 1 (IP1) is the SESAR baseline. It will create the foundations for the future harmonized and modernized European Air Traffic Management (ATM) system. IP1 will implement the required interoperability between ATM partners to enable a smooth migration to trajectory-based operations. **The estimated cost of IP1 is €10 billion.**

The amount of money to be invested within a very tight timeframe represents a big challenge, especially in the context of the current economic crisis where airline industry is in a very bad shape.

All ATM stakeholders agreed that a sound governance structure with powerful steering is required to secure a timely deployment of IP1. The European Commission (EC) has very recently made a proposal¹ to the Single Sky Committee in this respect.

However, some issues may arise in the medium-term. It is planned that manufacturing industry will invest around €420 million in the programme for the period 2008-2013, which is less than the initially estimated financial need. Moreover, the current Work Programme does not cover all aspects identified in the European ATM Master Plan (for example, the military dimension is poorly taken into account at this stage) and may therefore require further development activities at a later stage before the deployment phase is started.

¹ The EC proposes to submit to the Administrative Board of the SJU a proposal to set on an ad-hoc basis “IP1 office” which would be composed of a small number of persons seconded from stakeholders and which would be responsible for the coordination of IP1 under the supervision of the SESAR JU Executive Director.

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The preparation of the next EU Financial Perspective (2014-2020) will start very soon with some EC internal consultations. This may represent an occasion for ASD community to reflect about future funding opportunities for SESAR.

BACKGROUND

The **SESAR Development Phase (2008-2013)**, managed by a Joint Undertaking, is to produce the required new generation of technological systems, components and operational procedures as defined in the SESAR ATM Master Plan and Work Programme.

The financial architecture of the Development Phase is planned as follows

- The financial contribution of the European Commission, as co-founder of SESAR Joint Undertaking, will be €700 million. This amount will come from the budgets of the Framework Programme for Research and Development and the Programme for the trans-European transport networks (TEN-T) in the form of grants in accordance with the specific rules for each instrument.
- Eurocontrol, as co-founder of SESAR Joint Undertaking, will provide a financial contribution of €700 million (in-kind and in-cash)
- Industry will invest €700 million

OBJECTIVE

The objective of ASD is to secure a timely deployment of IP1 and ensure the success of SESAR Development phase.

ASD ACTION

- In close coordination with its members involved in the project, ASD will monitor the on-going SESAR Development Phase (work progress/alignment with European ATM Master Plan, update of ATM Master Plan, budget and further funding needs, key milestones, etc.)
- ASD will closely monitor IP1 in order to secure a timely deployment