



January 13, 2016

## SESAR partners demonstrate benefits of satellite-based navigation in Corfu, Iraklion and Santorini

**Toulouse, France – January 13** – Airbus, HCAA and Novair have successfully achieved a flight trial on Required Navigation Performance (RNP) procedures in Corfu, Iraklion and Santorini, a key milestone in the two year project which will help Greece improve airport access and enhance operations. To enhance safety, improve flight efficiency and airport accessibility, Airbus ProSky, part of “Services by Airbus,” and its partners launched the RISE project (Required Navigation Performance Implementation Synchronised in Europe) throughout southern Europe, including Greece, last fall. Without relying on the ground navigation infrastructure, these procedures will result in shorter tracks and track miles savings as well as Continuous Descent operations.

Co-financed by the SESAR Joint Undertaking, the RISE project, with its partners, successfully ran the first flight trials with Novair’s Airbus A321 in Greece. In May, two RNP Approaches procedures to Corfu and Iraklion airports were successfully flown, followed by two RNP AR Approach Procedures to Santorini in September. Novair also operated the RNP AR Approach at Santorini followed by RNP AR Approach at Göteborg on the way back, a city pair flown in Europe with RNP AR at both airports, which increases accessibility among the city pairs.

Henrik Ekstrand, Novair Captain remarked: “The RISE project and trials in Corfu, Iraklion and Santorini, Greece are very important to us. We’re delighted to be working in partnership with our fellow RISE stakeholders and the SESAR JU on this project. There are many benefits by using Satellite based navigation at these sites, leading to improved flight operation in terms of airport accessibility and efficiency.”

In advance of the demonstration flight, Airbus ProSky, in partnership with HCAA, intensively trained the Air Traffic Controllers on the PBN procedures of all three airports. This prepared them for the trials as well as for future publication of the procedures to ensure the highest clearance rate.

Thomas Lagaille, Airbus ProSky General Manager added, “The stakeholders of the projects and SESAR JU are very proud to support aviation projects in Greece. This project will allow more efficiency of flight operations and will set the standards for future implementation in this country.”

HCAA is anticipating a publication in the AIP of these procedures in the near future, to be accessible to the national and foreign aircraft operators.

In addition, more than 160 flight trials will be conducted in collaboration with the partner airlines and ANSPs through September 2016 at the following locations: Mykonos, Santorini (Greece), Nice, Ajaccio (France), Paphos, Larnaca (Cyprus) and Madeira (Portugal). These trials will capture feedback from flight crew and air traffic controllers on the procedures in terms of fly-ability, safety, crew and ATC workload, as well as assess savings in CO<sub>2</sub> emissions and fuel consumption reduction.

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## **ABOUT RISE**

Lead and co-financed by **SJU**, the project is managed by **Airbus ProSky**, in collaboration with four air navigation service providers (ANSPs) – **DCAC, NAV Portugal, DSNA, HCAA** – and three airline operators - **Air France, Novair** and **TAP Portugal**. Together, these partners will conduct over 160 flight trials, demonstrating a range of PBN procedures, such as Required Navigation Performance (RNP) Approach, RNP AR, Visual RNAV, and RNP to Instrument Landing System (ILS) procedures, in France (Nice and Ajaccio); Portugal (Madeira and Horta), Greece (Corfu, Iraklion, Santorini, Mykonos) and Cyprus (Paphos, Larnaca)

**About SESAR (Single European Sky Air Traffic Management Research)** was set up to modernise and harmonise ATM systems through the definition, development and deployment of innovative technological and operational solutions. Established in 2007, the SESAR Joint Undertaking (SJU) is a public-private partnership which pools the knowledge and resources of the entire ATM community in order to define, research, develop and validate SESAR Solutions. Founded by the European Union and Eurocontrol, the SJU currently has 15 members who together with their partners and affiliate associations represent over 80 companies working in Europe and beyond. The SJU also works closely with staff associations, regulators, airport operators, and the scientific community. In 2014, the SESAR Deployment Manager (SDM), comprised of air navigation service providers, airlines and the SESAR-related Deployment Airport Operators Group (SDAG), coordinates the implementation of the EU's Pilot Common Project, the first set of SESAR Solutions to be deployed in a synchronised and timely manner across Europe.

[www.sesarju.eu](http://www.sesarju.eu)

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