



Speaking notes

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Plenary 4: SESII / Session 1: The stakeholder's perspective

Michael Standar, SESAR Joint Undertaking, Chief Air Traffic Management

Thank you, Dr. Jarzembowski for this kind introduction. I understand we have very limited time, so please allow me to immediately jump into the subject.

Part 1: SESAR

As the technical pillar of the Single European Sky package, it is SESAR's task to develop the new key elements to allow for a modern European air traffic management system such as new technologies and new procedures. SESAR is not directly in charge of safety or airport capacity and we do not look at the organisation and operations of Functional Airspace Blocks but I am sure we all agree that safety and capacity are paramount issues in modernising ATM. FABs with their members are customers of the operational and technical solutions of SESAR.

When the job of the SESAR Joint Undertaking is done, Europe will have the operational procedures and technologies available for a true performance based air traffic management system.

ATM today is on the overall still based on the basic operational procedures and technologies that were developed in the early days of air transport. Clearly, those are not apt for today's challenges: an increase in air traffic with at the same time a request for environmental sustainability, lower costs and with maintained or even increased safety levels.

Let me be clear. We are developing solutions that will fundamentally change the way air traffic management is being handled and this change needs to be seriously understood and therefore carefully managed. The real success is that SESAR is a partnership of all stakeholders, and it will continuously evolve and mature successfully as we move along.

Almost 2000 people from 80 entities from 16 members and 13 associate partners are working today on over 300 projects. Among them are Europe's biggest airports, some 21 air navigation service providers, the world's leading aircraft manufacturers, and a vast range of airborne and ground systems equipment suppliers. We also have over 200,000 professional pilots, controllers and engineers associated, as well as the European aviation social partners. We are working with airspace users, the scientific and military communities, and have stretched SESAR's boundaries across Europe with taking on board e.g. the Moroccan airport authority, Boeing and Thales Australia.

Part 2: Technical concept

Ladies and gentlemen, SESAR continues to refine the operational and technical perspectives in the European ATM Master Plan. As the aim of SESAR is to develop products mature for deployment, one of the main criteria is to prove beyond essential research, the real operational and thereby all stakeholders business/mission benefits of the programme.

We already have 38 sites ready for validation and verification activities throughout Europe from 2011 onwards.

Two examples of our first test exercises are initial 4-Dimensional Trajectories exchanging data between the air and the ground, using satellite-based technologies and the technology for enabling towers to be remotely operated and serviced.

The initial 4d trajectory trials will start to integrate the 'airport' into the network. The airport is the node in the aviation network where in the turn-around process of one flight to another, all the actors come together. That's why airports play a key role in the efficiency of the system (business models come together). Currently this is perceived as the key link where the network breaks down, as the predictability of aviation is lost through a lack of planning coordination between the actors.

Remote towers technology will not only provide technological advance and innovation even for some of the larger airports. It will also facilitate access and regional economic development in areas where no air traffic services exist today although the demand is there but the cost for ATC is a hurdle to overcome.

All in all – the SESAR validation and verification activities will see around 40-50 validation exercises per year for the next three years. We are proud to say that the work is progressing and maturing well with a constructive spirit of consolidation and cooperation that will begin to deliver results as of 2011.

Part 3: Conclusions

Dr. Jarzembowski, members of the panel, ladies and gentlemen,

SESAR is the future. Without SESAR and its public-private partnership, there was a risk that investments in ATM modernisation was towards (ANSPs, airports and airlines will continue to invest money in) obsolete systems; those systems wouldn't be able to cope with the expected increase in air traffic in the next 20 years; they would not be able to maintain or improve safety or be cost or environmentally efficient- and worst of all, they would not be harmonised and integrated.

We need systems that can cope with volcanic ash crises, systems that perform safely and efficiently and of course systems that ensures global interoperability and European competitiveness.

SESAR will not only do this, it will also help Europe achieve its new 2020 priorities by creating new jobs, developing new skills, promoting the high tech and innovative industry, enhancing EU leadership in the aerospace industry and also reducing the flight-related climate change impact.

In the area of safety and security, SESAR will also bring about positive change through maintaining or improving safety (10 times is the objective) and it will address to eliminate security

threats of third party interference to aircraft communication and navigation systems. It will also address the prolonged loss of communication issue brought about by fragmented frequency use in Europe.

And don't forget everyone; the United State have just committed 50bn USD for its own SESAR system, called NEXTGEN. It is now imperative that Europe decides on the deployment of the technologies we are developing.

Thank you.

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For further information, please contact:

Eric Platteau - Chief Communication Officer
Mobile: + 32 493 51 09 46 Tel: + 32 2 507 80 12
e-Mail: eric.platteau@sesarju.eu

Elisabeth Schoeffmann – Communication Associate
Tel: +32 2 507 80 30
e-Mail: elisabeth.schoeffmann@sesarju.eu