
COMMUNIQUÉ DE PRESSE

19 October 2009

**Paving the way towards SESAR deployment.
Episode 3 – CAATS II JOINT DISSEMINATION EVENT**

More than 100 ATM experts participated in the workshop “**ATM concept validation: the challenge of Single Sky and next generation ATM**”, organised jointly by the Episode 3 and CAATS II projects on the 13th and 14th of October 2009 in Brussels.

Episode 3 has dealt with the complexity of the SESAR target concept, the break-down of a high level concept into scenarios for validation and new and pragmatic techniques to validate concepts at an early stage of development, such as gaming or expert groups. SESAR projects will use this valuable experience in the validation of ATM concepts. Episode 3 has had 21 partners¹ and a total budget of 19M€, to which the 6th Framework Programme of the European Community for Research and Development is contributing a grant of 9.968.683 €.

CAATS II (Cooperative Approach to Air Traffic Services II) has provided guidance material about how to validate operational concepts at different stages of research and development, considering particular objectives and constraints related to the safety, human factors, environment and business cases (the "case based approach" for validation). SESAR projects will have to develop cases in these areas as the development of concepts progress towards validation. CAATS II has had 12 partners² and a total budget of 3,5M, to which the 6th Framework Programme of the European Community for Research and Development is contributing a grant of 3.000.000 €.

The results of these projects provide important input to refine the European Operational Concept Validation Methodology (E-OCVM) adopted by the SESAR work programme and support the SESAR Joint Undertaking and its participants at both the conceptual level as well as in their practical work to validate ATM concepts in a coherent European approach.

The first day of the event started with a general session about the purpose of the workshop and its importance for the European Commission and the SJU.

Luc Tytgat, the Head of Unit TREN.F.2. ‘Single sky & modernisation of Air traffic control’ within European Commission mentioned that: *‘This is best practice. Validation will be essential for a successful deployment of SESAR. And not only can we build on your results and promote a coherent European Validation Methodology, in addition you reduced emissions and costs by organizing a joint event for these two complementary projects’*.

¹ Episode 3 Partners: DFS, AENA, NATS, DSNA, ENAV, LFV, ATMB, AUSTROCONTROL, LVNL, AIRBUS France, INECO, ISDEFE, NLR, DLR, THALES AIR SYSTEMS, THALES AVIONICS, ISA, CAST, SICTA, EUROCONTROL

² CAATS II Partners: AENA, NATS, NLR, INECO, BRTE, ISDEFE, INECO, HU-TECH, INTEGRA, INDRA, IMPERIAL COLLEGE, EUROCONTROL

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Michael Standar, Chief Operations & Validation in the SESAR Joint Undertaking, added ‘ *These two particular projects have already positively impacted the SESAR programme. Operational validation ensures that we will develop fit for purpose technologies at the services of all actors involved. This is the only approach in view of the deployment phase*”.

After the introduction the members of the CAATS II project presented the guidelines on the case based approach for ATM Concept Validation. Each case team (Safety, Human Factors, Business and Environment) presented their results in sessions with both a theoretical and a practical character, after which a short overview of the global interactions between the cases was presented.

Next, Episode 3 presented their experience gained with the break-down of the SESAR concept into scenarios for validation and new and pragmatic techniques to use to validate concepts at an early stage of development, such as gaming or expert groups.

On the second day, the Episode 3 project continued the presentation of their practical experience, focusing on how the E-OCVM was applied in the various validation activities. The review of validation techniques was supported by demonstrations of some of the applied tools and techniques.

The event was closed by a summary of both projects results followed by an open discussion on their implications for on the one hand the new version of the E-OCVM and on the other hand the SJU and its projects. It was recognised that the development of methodologies in CAATS II and the practical experience on new techniques gained in Episode 3 would be key inputs to SESAR validation.

For more information please consult the web sites:

www.episode3.aero

www.caats2.isdefe.es

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