



Airlines, ANSPs and Airports join for SESAR Deployment

Responding to the need to define the deployment of SESAR - the future major European ATM project - **AEA, ACI-EUROPE and ANSPs/CANSO** have agreed to cooperate closely on the definition of the Deployment Manager as described in the European Commission Communication to the Council of December 22nd, 2011.

The three "As" (Airlines, ANSPs & Airports) have identified wide common understanding on the deployment structure, governance and the necessary funding.

Agreement on the following major points has been achieved:

- Further progress on Single European Sky as well as the global interoperability between SESAR and developments outside Europe are essential for the SESAR deployment.
- The proposed three layer model as defined by the EC is accepted as the structure for SESAR deployment. However, the EC should remain politically accountable for the successful delivery of SESAR.
- Airlines, ANSPs and Airports – as end users bearing the investment risks - should govern level 2 deployment phase. Manufacturing industries have a full role to play in the industrialization phase but should be excluded from level 2 to prevent conflicts of interest.
- The Deployment Manager must be a lean and efficient organization. Its primary role should be to establish the deployment program, to define and prioritise SESAR deployment based on agreed business cases and to monitor ongoing deployment projects
- The SJU, the NM and the manufacturing industry will support the deployment manager wherever necessary.
- Public Funding is crucial. Airlines, ANSPs and airports therefore strongly support the Commission request (as part of the EU draft 2014-2020 budget) for 3 billion Euro public funding, which is the bare minimum necessary to ensure a successful deployment of SESAR. The public funding should be at the disposal of the end users bearing the investment risk; be earmarked for SESAR deployment; not be part of a wider funding program and should be made easy accessible for eligible projects. The EC also needs to fund the deployment manager work.
- Definition of "what is a common project" is necessary. A minimal condition should be that a project has all the end users bearing the investment risk involved, through membership of the consortium.

- Involvement of general aviation and military needs to be defined
- Deployment can only be considered based on clear and agreed EASA safety requirements (certification and operational approvals)

AEA, CANSO and ACI agree to continue to work closely together on the definition of the necessary details, including the guidelines complementing the EC Communication defining the SESAR Deployment.

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