

**CANSO comments
on the DG MOVE Orientation paper of July 9th, 2012:
“Establishing guidance material on common projects for
SESAR deployment”**

Summary of key expectations and principles which need to be covered in the guidelines for SESAR Deployment:

- The Deployment Manager (DM) must have the full responsibility to develop and agree the Deployment Programme (based on a high level framework provided by the Common Projects) before it is proposed to level 1 for approval in order to achieve the commitment of the investing stakeholders. It is therefore essential that the DM is selected in 2014 to ensure a timely development of the Deployment Programme. For this purpose, publication by EC of the final Guidance Material on Common Projects for SESAR Deployment should take place before the end of the first half of 2013, so that the DM call can be launched as close as possible to the deadline initially foreseen by the EC (Q2 2013), as referenced in Annex 1.
- The Deployment Manager must be the only leading and accountable entity for the management level (level 2) of the SESAR deployment governance.
- The SESAR Deployment governance arrangements and the Commission (as ultimate owner of the Deployment Programme) will need an appropriate consultation process, including a consultation platform within level 2 to support the DM in ensuring essential civil and military investors engagement and an opinion regarding the (EC contracted) Deployment Manager deliverables.
- There are two clearly separated, but interlinked working areas with regards to Deployment: Planning area - ATM Master Plan / SJU and Deployment Program – DM.
- As requested by EU and fully supported by the ANSP/operational stakeholders, the planning and cycle of the ATM MP will be improved within 1 year from mid 2012 on.
- Common projects are understood to be the legal instrument/channel facilitating EU funding and financing to the Deployment Programme. Acknowledging the purpose of common projects further definition regarding their legal impact as well as their relationship with Implementing Rules is necessary.

- Common projects contents must be extracted directly from the ATM MP as a sub set.
- Common projects must include a high level reference cost benefit analysis which must provide evidence/indication that the implementation of the common project is beneficial to the European ATM operational stakeholders and/or the public.
- When adopted, the common project is then translated by the Deployment Manager into implementation projects which are then integrated into the Deployment Programme.
- Common projects are to be defined at high level in order to allow for Deployment Programme stability and flexibility. Candidate elements of the European ATM Master Plan for becoming common projects are those requiring synchronisation (Air-Ground, Ground-Ground), the benefit of which is anticipated to be substantial.
- As the body responsible for the European ATM Master Plan maintenance and update, the SJU is seen as the adequate body to support the EC in the technical definition of common projects, as these are extracted from the former (planning area as opposed to programme area).
- The manufacturing industry should have the role consisting of providing the necessary input on products and their developments so that end users can take well informed decisions and review business cases. A well-defined involvement of the manufacturing industry is of utmost importance to avoid any conflict of interest.
- All investing stakeholders must be fully engaged throughout the process of defining the Common Projects, ensuring their coherence with European Network and National and/or FAB Performance plans.
- Common Projects are expected to be approved at the political level (level 1).
- Considering that the Pilot Common Project will be the first reference for the development of the Deployment Programme, the IDSG shall support the SJU in the definition of the Pilot Common Project. With its unique experience the IDSG contributes in the process of defining and executing the IDP and the identification of "Programme Area" information it needs from the "Planning Area".
- In order to ensure a seamless transition between the current "interim" phase and the final deployment governance structures and activities, the pilot Common Project will address Master Plan Step 1 essentials related to IDP baseline elements.
- The Deployment Programme shall elaborate, as necessary, the content of the Common Projects, which in turn shall be directly derived from the ATM Master Plan.

Detailed comments to the EC's orientation document:

1. Deployment Manager

1.1 Timeline

The DM must have the full responsibility to develop and agree on the Deployment Programme (based on a high level framework provided by the Common Projects) before it is proposed to level 1 for approval in order to achieve the commitment of the investing stakeholders. It is therefore essential that the DM is selected in 2014 to ensure a timely development of the Deployment Programme.

For this purpose, publication by EC of the final Guidance Material on Common Projects for SESAR Deployment should take place before the end of the first half of 2013, so that the DM call can be launched as close as possible to the deadline initially foreseen by the EC (Q2 2013), as referenced in Annex 1.

1.2 Selection process

The Deployment Manager is a single legal entity (as opposed to a group of members forming a committee), set up by the main operational investors - the Airspace Users, ANSPs and Airports - with the appropriate expertise and profound knowledge in the area of ATM/ANS implementation project and investment management.

The DM is selected and appointed by the Commission through a call for tender and on the basis of a competitive dialogue process.

The Deployment Manager activities (both running expenses and coordination/synchronisation costs) must be 100% covered by the EC.

1.3 Scope & responsibilities

The Deployment Manager must be the only leading and accountable entity for the management level (level 2) of the SESAR deployment governance.

On these grounds, the Deployment Manager shall be the only entity responsible for the definition, management of the execution, monitoring and maintenance of the Deployment Programme as outlined here:

- executing of the deployment programme through the coordination of the implementation projects, in particular assuring the respect of the synchronisation dates (i.e. air/ground deployments)
- monitoring the progress of implementation projects through reporting from their managers
- Reporting to level 1 on the implementation of the deployment programme and on the related risk management
- Monitoring and ensuring its members' investment plans alignment with the deployment program

- Contributing to the definition and implementation of deployment incentives, funding and alternative financing mechanisms on the essential deployment activities
- Acting as the main interface between the Commission and the implementation projects

The SESAR Deployment governance arrangements and the Commission (as ultimate owner of the Deployment Programme) will need an appropriate consultation process including a consultation platform within level 2 to support the DM in ensuring essential civil and military investors engagement and an opinion regarding the (EC contracted) Deployment Manager deliverables. It could comprise appropriate representation from Airspace Users (including commercial, business, general aviation and military) coming from different organizations, civil/military Air Navigation Service Providers from different FABs, Airport operators from different countries, and the Network Manager.

2. Common Projects

2.1 Deployment Working Areas/European ATM Master Plan

There are two clearly separated, but interlinked working areas with regard to Deployment (and they should not be mixed up):

- **Planning area:** visualized through European ATM Master Plan (approved at level 1-political level), responsibility of the SJU.
- **Programme area:** visualized through the Deployment Programme, currently under IDSG responsibility, in the future under DM responsibility. It provides the project view required to turn the plan into reality while focusing on the operational changes recognised as critical to the network performance and requiring network wide synchronization (A-G and G-G) which is a sub set of the essential operational changes as identified as in the ATM Master Plan.

The European Master Plan is the single reference for European ATM planning. It is organised in 3 levels and contains the planning information required for deployment of mature solutions.

Any relevant action envisaged within other plans, such as the Network Strategy Plan, shall be injected in the ATM MP planning cycle under the ownership of the SJU.

As requested by EU and fully supported by the ANSP/operational stakeholders, the planning and cycle of the ATM MP will be improved, within 1 year, in order to include all the previously agreed assessment elements, in the Performance, Regulatory and Business View chapters. Consequently essential work is expected to be urgently performed on the economic sections (economic figures, business view, CBAs, Performance) of the MP.

2.2 Purpose

Common projects are understood to be the legal instrument/channel facilitating EU funding and financing of the Deployment Programme.

Acknowledging this purpose of common projects, further definition is necessary regarding their legal impact, as well as their relationship with Implementing Rules.

The relation between the Performance Scheme and the financing of the Common Projects partly through user charges should be further studied.

2.3 Content

Common projects contents must be extracted directly from the ATM MP: a common project consists of a comprehensive subset of implementation objectives extracted from the Master plan.

The common project identifies accompanying regulatory measures (implementing rules, community specifications), including standardisation activities, and incentives. It includes a high level reference cost benefit analysis which must provide evidence/indication that the implementation of the common project is beneficial to the European AN operational stakeholders and/or the public. The key investors (Airspace Users, ANSPs, Airports as relevant) should be invited to endorse these benefits before the common project is adopted, committing States and stakeholders to its implementation. When adopted, the common project is then translated by the Deployment Manager into the Deployment Programme which is composed of a number of implementation projects.

Common projects are to be defined at high level in order to allow for Deployment Programme stability and flexibility. Common projects are therefore constructed on EATMMP essential operational changes, including their technical description and the necessary (but still pending) evaluation of their impact on key performance areas together with their associated implementation costs, facilitating the necessary CBAs (criticality at planning level can only be decided upon on the basis of a consistent CBA)

Candidate elements of the European ATM Master Plan for becoming common projects are those requiring synchronisation (Air-Ground, Ground-Ground), the benefit of which is anticipated to be substantial.

2.4 Parties involved

As the body responsible for the European ATM Master Plan maintenance and update, the SJU is seen as the adequate body to support the EC in the high-level technical definition of common projects, as these are extracted from the former (planning area as opposed to programme area).

All investing stakeholders must be fully engaged throughout the process of defining the Common projects, ensuring their coherence with European Network and National and/or FAB Performance plans.

The manufacturing industry should have the role of providing the necessary input on products and their developments so that end users can take well informed decisions and review business cases. A well-defined involvement of the manufacturing industry is of utmost importance to avoid any conflict of interest.

Only a CBA which is jointly endorsed by the key investors (Airspace Users, ANSPs, Airports as relevant) forms the pre-requisite for a positive decision on deployment as opposed to the draft EC DG MOVE orientation paper.

Common Projects are expected to be approved at the political level (level 1) through the bodies and proceedings the EC considers most appropriate (including those required for the necessary stakeholder consultation).

2.5 Pilot Common Project

The Interim Deployment Steering Group (IDSG) is responsible for the development of both the methodology and contents of the Interim Deployment Programme – IDP.

Considering that the Pilot Common Project will be the first reference for the development of the Deployment Programme, the IDSG shall support the SJU in the definition of the Pilot Common Project.

With its unique experience the IDSG contributes in the process of defining and executing the IDP and the identification of "Programme Area" information needed from the "Planning Area".

The identification of the Pilot Common Project's technical, operational and transversal content shall benefit from the process undergone when defining the IDP, which is the result of the assessment conducted by all ATM stakeholder categories - as represented in the IDSG.

The propaedeutic nature of the deployment baseline towards Step 1 assigns a precursor role to the IDP, where activities comprised in both steps are envisaged.

In order to ensure seamless transition between the current "Interim" phase and the final Deployment Governance structures and activities, the pilot Common Project will address Master Plan Step 1 essentials related to IDP baseline elements.

3. Deployment Programme

The Deployment Programme shall elaborate as necessary the content of the Common Projects which in turn shall be directly derived from the ATM Master Plan.

Through means of Implementation Projects it shall provide the technical/economical/regulatory details necessary for the deployment of the Common Projects.

The Deployment Programme shall not only identify the implementation projects, but also the mechanisms for their coordination and associated financial resources (funding and financing incentives).

The Deployment Programme, proposed by the DM and endorsed by the level 1, can only be finalised and executed after selection of the Deployment Manager through its full engagement with all relevant operational investors in level 3.

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Annex 1

Deployment Governance Timeline

