

SJU view on flagships for ATM transformation and potential areas of cooperation with the PRC in 2023

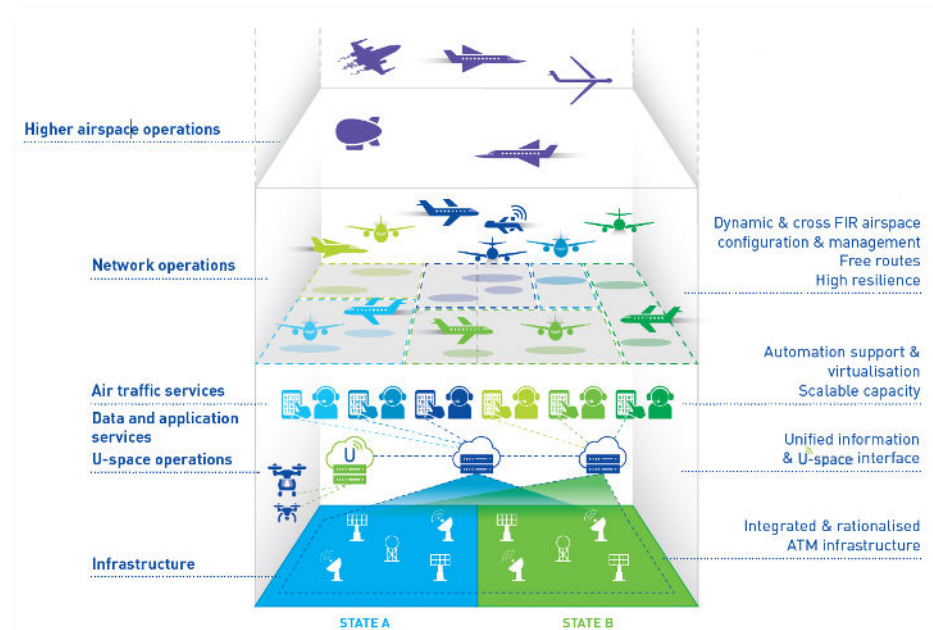
The European ATM Master Plan is our shared starting point defining the vision and priorities for the future

Fully scalable ATC system with strong air-ground integration

Relying on a digital ecosystem

Elimination of environmental inefficiencies caused by the aviation infrastructure

Ensuring that it offers solutions that will fully exploit the potential offered by the next generation aircraft for cleaner and quieter flight



SESAR 3 is now focusing on 9 flagships to deliver the next generation (2030+) ATM transformations



Connected and automated ATM



Multimodality and passenger experience



Air-ground integration and autonomy



Aviation green deal



Capacity-on-demand and dynamic airspace



Artificial Intelligence for aviation



U-space and urban air mobility



Civil/military interoperability and coordination



Virtualisation and cyber-secure data sharing

Where we could start now: 3 ideas based on the MP addressing the most pressing key challenges



Prepare the defragmentation of European skies, through virtualisation and enabling a free flow of data across borders amongst trusted users



Encourage early implementation of eco-friendly SESAR solutions beyond the current requirements of CP1



Push CNS rationalization agenda

Why are they transformative

To be successful these changes require a stronger link between airspace, operations, technical evolution and changes to the service delivery models

All supported by solutions that are sufficiently mature to support voluntary implementation in the RP3/4 timeframe

What are we talking about in practice? Some examples

SCALABILITY & RESILIENCE

- Virtual centers
- Dynamic airspace configurations
- New service delivery model for ATM data (ADSPs)
- Remote towers
- ...

GREEN TRAJECTORIES

- eFPL distribution to ATC
- AOC data increasing trajectory prediction accuracy
- Integrated Runway Sequence for full traffic Optimization on Single and Multiple Runway Airports
- AOP/NOP departure information integrated in eFPL
- Enhanced Arrival Procedures
- ...

CNS RATIONALISA- TION

- Gradual decommissioning of NDBs and VORs towards MON
- Gradual ILS decommissioning thanks to the implementation of GBAS/SBAS procedures
- Decommissioning of SSR mode A/C radars
- ...

We are happy to provide a full list of related SESAR Solutions based on our catalogue