



***IN SEARCH OF FLAGSHIPS
FOR ATM TRANSFORMATION
THE DEPLOYMENT PERSPECTIVE***

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Performance Review Commission Workshop

Brussels – 22 February, 2023



Transforming Air Traffic Management in Europe

The example of Common Project One – how to drive transformation

“what transformation we want to see in Europe?”

from the Vision for a EU Digital Sky...

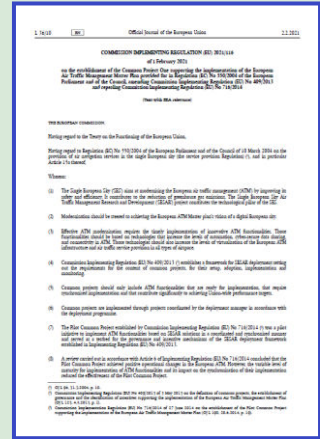
EUROPEAN ATM MASTER PLAN



“what do we need and by when?”

...to setting the goals and deadlines for SESAR deployment...

COMMON PROJECT 1 REGULATION (EU) N.116/2021



“how do we drive transformation?”

...to the workplan to coordinate the ATM industry...

SESAR DEPLOYMENT PROGRAMME (2022 EDITION)



Transforming Air Traffic Management in Europe

The example of Common Project One – the technical content



Flexible Airspace Management and Free Route Airspace

- more efficient use of airspace
- **shorter flight paths** for passengers
- **fuel savings** for airlines
- **reduction of CO₂ emissions**

AF 3



Initial Trajectory Information Sharing

- improving **predictability of flights**
- **increasing safety levels** of ATM operations
- paving the way to **Trajectory Based Operations**

AF 6



Extended AMAN and AMAN/DMAN integration

- reduction of **holding and delays**
- **increased predictability**
- **reduced noise CO₂ emissions**

AF 1



AF 4

Network Collaborative Management

- **increasing capacity** to accommodate flights
- **reducing congestion** in the Network
- anticipating and **resolving traffic complexity**

AF 5

System Wide Information Management

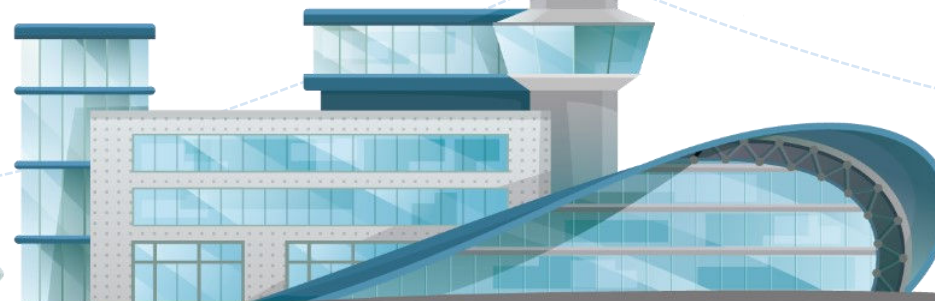
- a **secure infrastructure** for data exchanges
- **pushing forward ATM digitalization**
- **reducing the costs of ANS provision**



AF 2

Airport Integration and Throughput

- **reduced queueing and turnaround times**
- **safer and more resilient ground operations**
- **better use of runways, taxiways and apron**
- improved **door-to-door experience** for passengers



Transforming Air Traffic Management in Europe

The next step – moving towards Trajectory Based Operations



“Trajectory Based Operations” is an **ATM concept** – supported by AF6 in CP1 – designed to **enhance strategic air traffic planning**, enabling a fully collaborative environment where the **precise trajectory data (latitude, longitude, altitude and time)** is shared, maintained and used by all concerned actors, **during all phases of flights**

TODAY – Radar Based Operations



KNOW the
current position
of the aircraft

ESTIMATE
the future
aircraft position

TOMORROW – Trajectory Based Operations

KNOW the
current position
of the aircraft

KNOW and USE
the future
aircraft position

↑ **increased predictability and safety**

↑ **optimised and greener flights**

↑ **fuel and CO₂ savings**



↑ **more efficient traffic management**

↑ **workload reduced for flight crew and ATCOs**

↑ **enabling capacity increases and delays reduction**



Modernising Air Traffic Management As One

Thank You!



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