



EUROPE^{FOR}AVIATION

SESAR is delivering!

Nicolas Warinsko
General Manager – SESAR Deployment Manager

**We help ensure European air traffic
management can cope with the rapid
growth of air traffic**



Bringing benefits for Europe's economy, the aviation sector, **passengers and citizens**



**Over 100 projects are already in operation
bringing benefits to passengers**



105 completed
projects

SAVING

12,000,000

FLIGHT
MINS.

738,000

2019

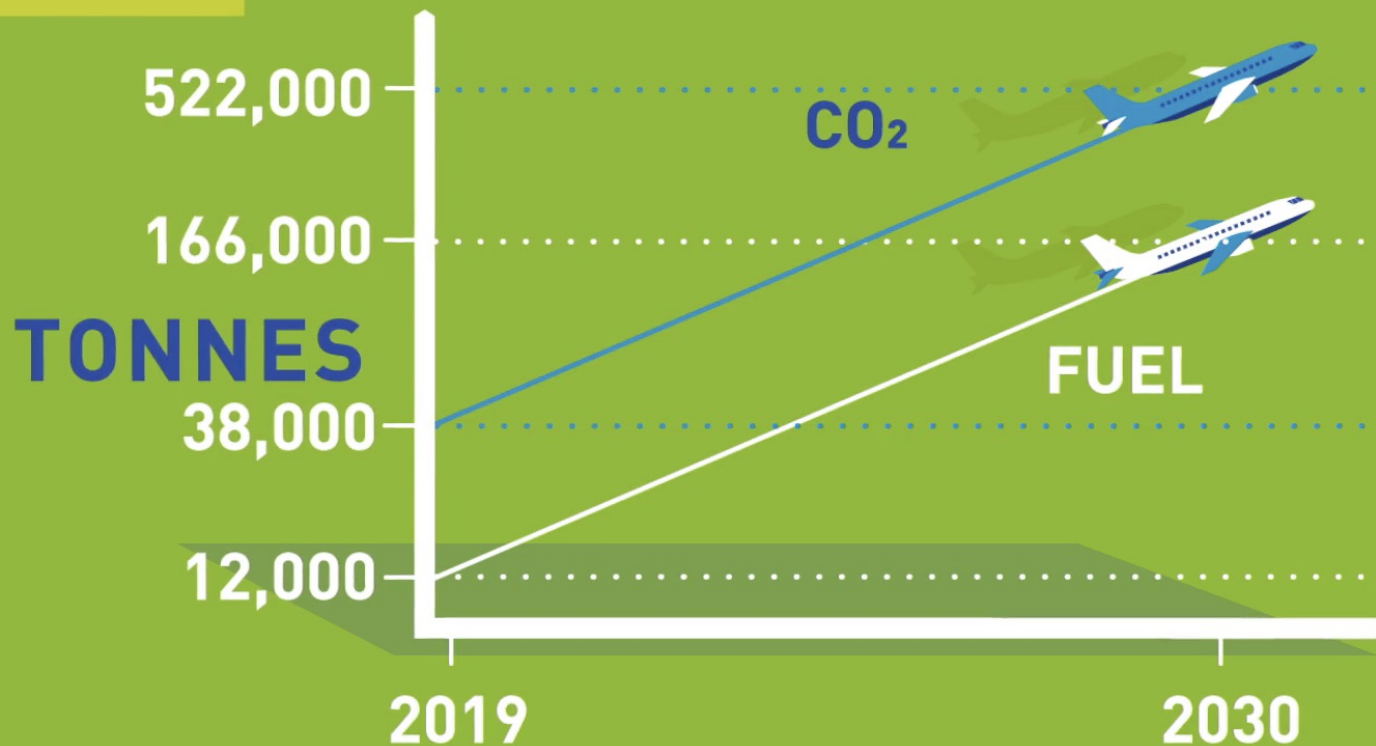
2030

€484M



105 completed
projects

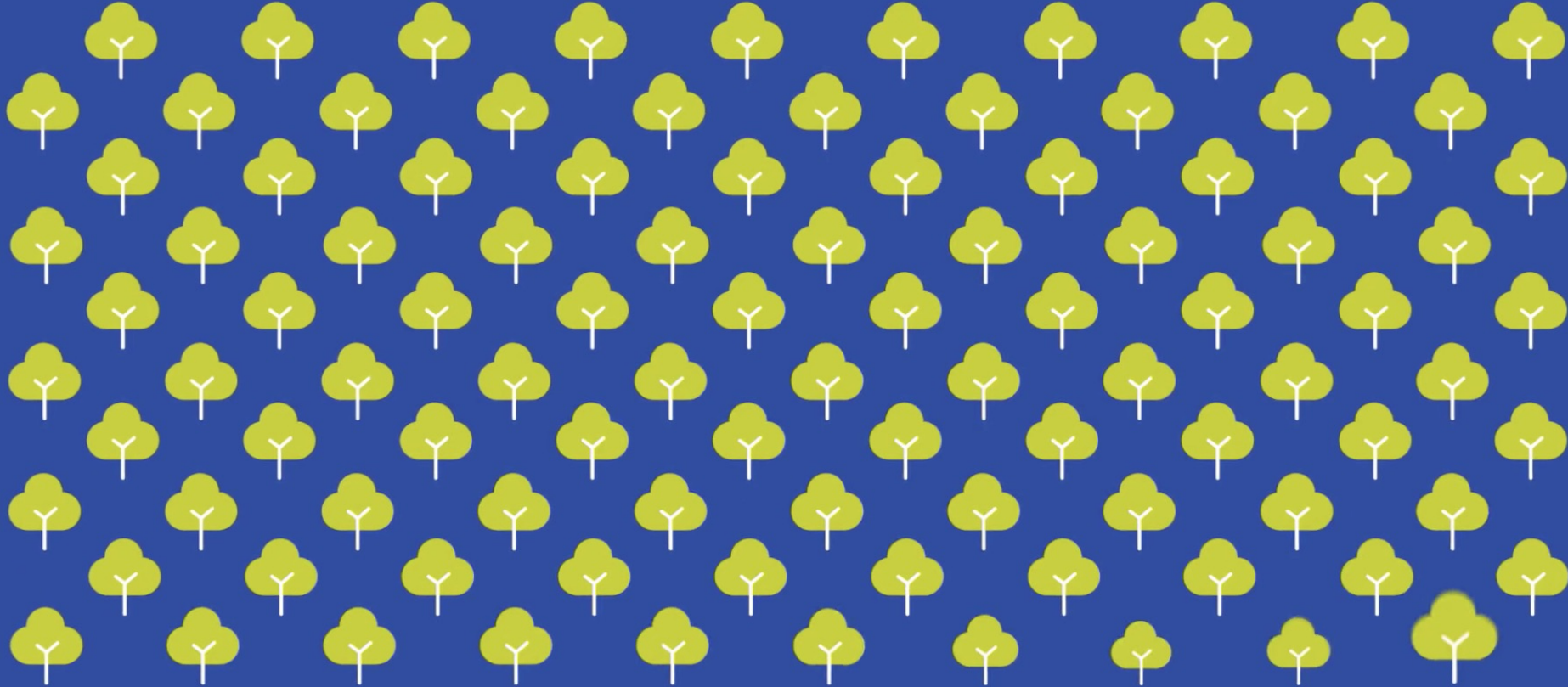
SAVING



€134M



The **C02 savings** of these completed projects are
equivalent to planting **1 million trees**



105 completed
projects

CREATING CAPACITY

6,200,000

DELAY
MINS.

363,000

2019

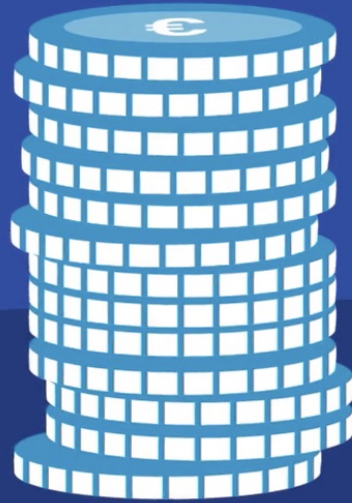
DATE

2030

€178M



The current portfolio of SESAR deployment
is expected to generate



> €10
billion

2014-2030

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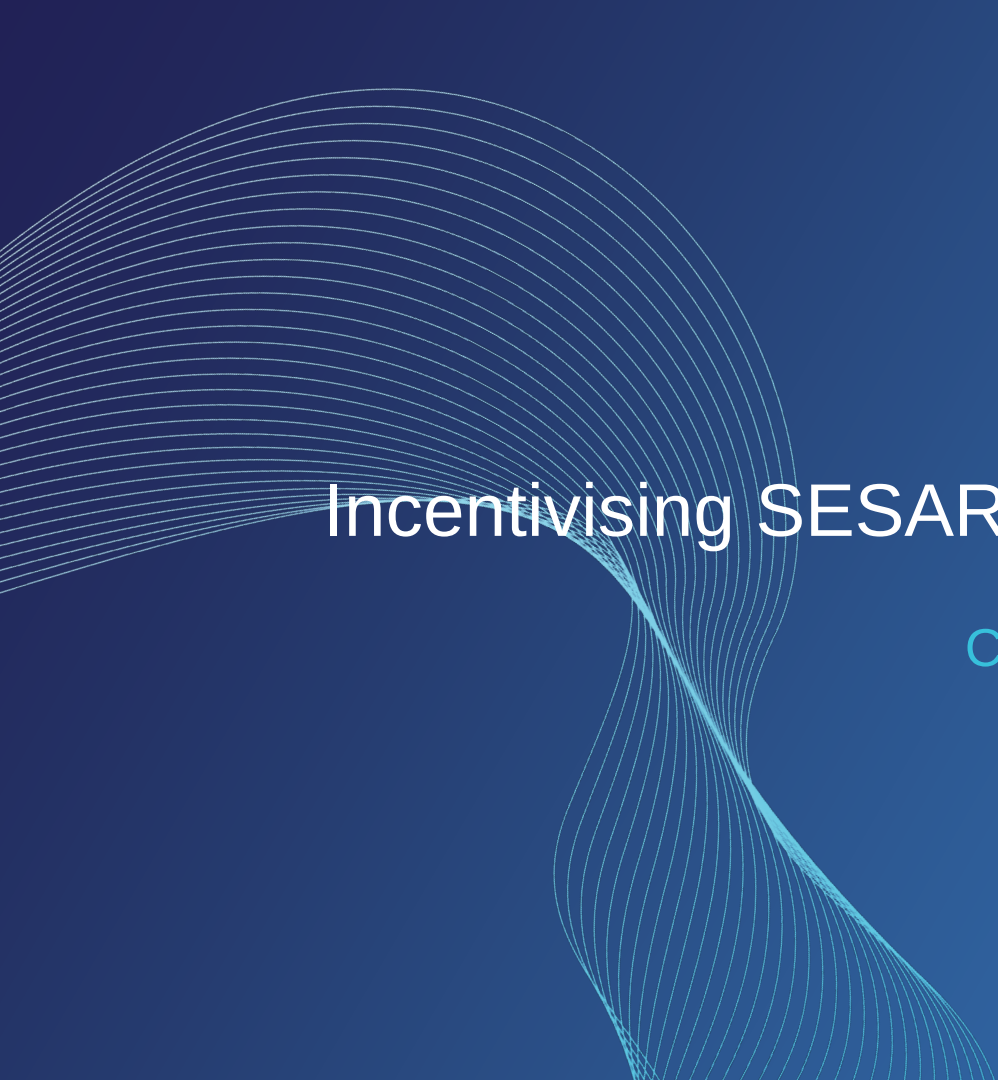




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SESAR is delivering!

Florian Guillermet
Executive Director– **SESAR Joint Undertaking**



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Incentivising SESAR deployment in Europe

Connecting Europe Facility - CEF

Andreas Boschen
Head of CEF Department INEA

INEA's place in EU aviation

INEA's place in the
EU aviation Research & Innovation



Legal Framework



Trans-European Transport Network (TEN-T) Guidelines

- **SES implementation - SESAR deployment** identified as priorities for air transport



Connecting Europe Facility (CEF) Regulation

- **SESAR recognised as a horizontal priority**

General Objective

(Work Programme 2014-2020)

Support timely and efficient implementation of the Single European Sky, in particular the deployment of SESAR, by improving ATM performance in Europe in line with the ATM Master Plan

- Modernisation and harmonisation of ATM systems
- Synchronised deployment of essential ATM functionalities
- Increased civil-military cooperation
- Interoperability
- Reducing fragmentation
- Consolidation of Air Navigation Service provision

SESAR Common and Other Projects

Common Projects

- Coordinated by the SESAR Deployment Manager
- Deploying ATM functionalities identified in the **Pilot Common Project**

Other Projects

- Not covered by the Pilot Common Project
- Actions supporting new technologies, best practices for interoperable and harmonised ATM, air navigation services and aircraft operations
- Action under the Blending Call

Overview of CEF Transport Calls – SESAR priority

- Oversubscription of all Calls

	Budget available €	Total CEF funding requested €	Total CEF funding awarded €
2014 Call	300 million	532 million	364 million
2015 Call	815 million	1.3 billion	694 million
2016 Call	300 million	636 million	311 million
2017 Call	290 million	407 million	290 million

Results of closed CEF Transport Calls – SESAR priority Common Projects

2014-2016

- 7 Common Projects
- Total costs eligible: € 2.9 billion
- Total EU funding: € 1.3 billion
- EU co-funding rates: between 11% and 85%

SESAR priority - Common Projects

Common Projects – SDM Cluster (2014 – 2023)

- 2014-EU-TM-0136-M (€318m)
- 2015-EU-TM-0193-M (€105m)
- 2015-EU-TM-0196-M (€367m)
- 2015-EU-TM-0197-M (€52m)
- 2016-EU-TM-0117-M (€261m)
- 2016-EU-TMC-0113-M (€8m)
- 2017-EU-TM-0076-M (€228m)

348 Implementation Projects

Total Partners

94

Partners per Category

(SDM not included)

	11		34
	6		11
	19		12

Geographical coverage

European MSs:

28

Third Countries:

5



Airlines



Military



Airport
Operators



ANSPs



MET Providers



Industry
Providers

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Results of closed CEF Transport Calls – SESAR priority Other Projects

2014-2017

- 60 Other Projects + 1 Blending Action implemented by ENAIRE & SDM
- Total costs eligible: € 636 million
- Total EU funding: € 300 million
- EU co-funding rates: between 20 % and 85%

Examples of CEF funded "Other Actions" (1)

Remote Tower Services – RTS, Pilot operations in Sweden (01/2014 - 08/2019)

Deployment of RTS in 3 airports:
Örnsköldsvik, Linköping and Sundsvall
(engineering, installation, validation and
approval for operation) by Luftfartsverket
(Sweden)

Total costs: €9,607,000

Max. EU contribution: €4,803,500 (50%)



Examples of CEF funded "Other Actions" (2)

Advanced Surface Movement Guidance and Control System Modernisation (03/2016 - 06/2018)



Modernisation of the Advanced Surface Movement Guidance and Control System to ensure the provision of other air traffic control services, covering ASMGCS, Tower Control and final Approach Control capabilities and also the appropriate interoperability requirements with the new Lithuanian ATM system and Baltic FAB requirements.

Total costs: € 2,820,000

Maximum CEF grant: € 1,255,464 (44.52%)

Examples of CEF funded "Other Actions" (3)

Civil / Military Co-location at Schiphol (02/2016 – 06/2018)



Co-location of the civil and military
air traffic control at Schiphol
implemented by
Luchtverkeersleiding Nederland (Air
Traffic Control The Netherlands)

Total costs: € 9,933,934
Max. EU contribution: € 4,966,967
(50%)

Examples of CEF funded "Other Actions" (4)

Initial Airport Operations Plan (02/2016 – 12/2018)

Implementation of a centralised database for cooperation and information sharing among all stakeholders at Ljubljana Airport by Fraport Slovenija d.o.o.

Total costs: € 890,733

Max. EU contribution: € 445,367 (50%)



For more information



inea@ec.europa.eu



<http://ec.europa.eu/inea>



@inea_eu



Look for INEA!

Thank you!



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SESAR is delivering

The MILITARY in Single European Sky -
Partnering for Excellence in global aviation



Christophe Vivier
EDA Head of SES Unit

REINFORCED MISSION

In May 2017, after EDA's LONG TERM REVIEW,
Defence ministers agreed to reinforce the Agency's role and mission

- ▶ as the **main instrument**
for intergovernmental capability planning & prioritisation
in Europe
- ▶ as the **prime forum and coordinator**
for the whole lifecycle of capability development
- ▶ as Member States' **central interface & gateway**
towards EU institutions & stakeholders



The military are an inherently different aviation stakeholder
in a complex security environment

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Asset	Number
Combat Aircraft	2300
Helicopter	3000
Light Transport Aircraft	1300
Heavy transport Aircraft	420
RPAS (All types)	420
Airfield	220

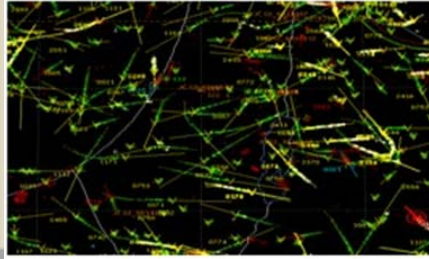
Military Aviation Strategy:

“Military Aviation will continue to provide and further improve, effective security and defence in a Single European Sky”

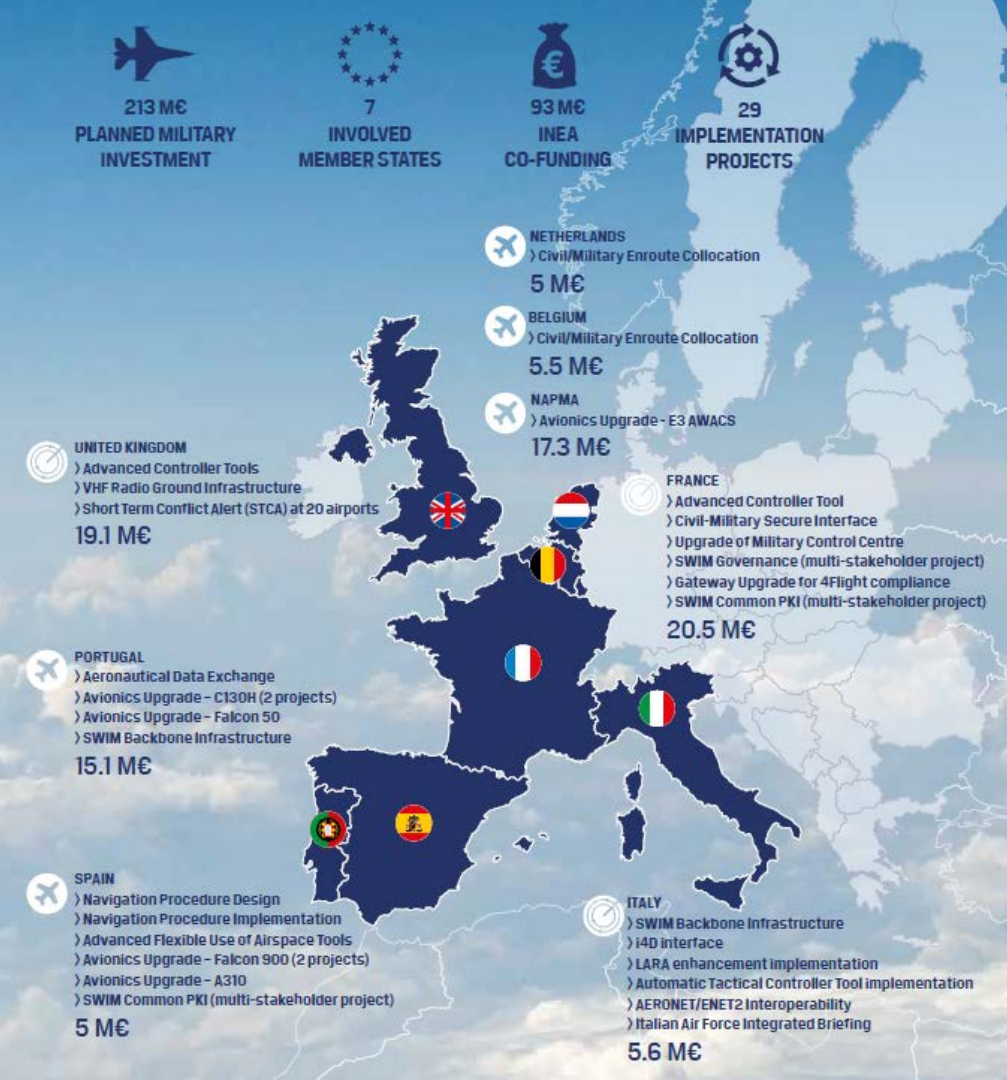


The ATM system is an enabler for security and defence missions:
security is a common responsibility

LIVE SCRAMBLE 7500 B737 Casablanca – Paris CDG June 2018



INEA Funding



...issues

limited benefits

designed to fight



limited budget
Cost

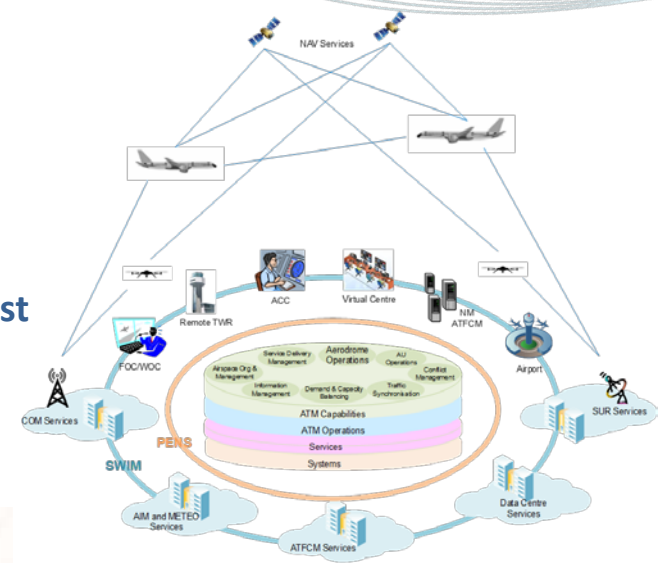
operational constraints



Military crisis environment
Today - Core mission



Interoperability is a must



SES environment
Tomorrow - Enabler

Conclusion

- Let's move forward together
- Civil-Military collaboration is key
Interoperability is a must
- SES shall accommodate the needs of all stakeholders in a balanced and proportioned way, in peace time and in crisis situations, through a modernized integrated ATM system
- In a shared Airspace, defence and security is a common responsibility and must be part of a SES vision and related objectives

