



The benefits of Common Project 1 deployment in Europe

Ralph Schwarzendahl

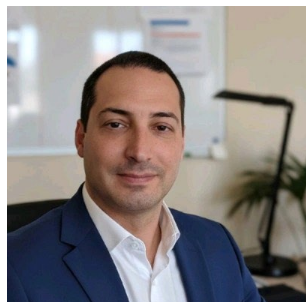
28 May 2026, Airspace World, Frequentis Theatre

Speakers

“The benefits of Common Project 1 deployment in Europe”



Co-funded by
the European Union



- **Carlos Passos**, Project Officer Aviation Cyber, European Defence Agency (EDA)



- **Heiko Teper**, Head of Strategy and Technical Execution, SESAR Deployment Manager



- **Ralph Schwarzendahl**, Head of Performance & CBA, SESAR Deployment Manager

The Single European Sky and the SESAR Deployment Manager



The Single European Sky

Economic regulation

Performance scheme

Charging scheme

Technological innovation



SESAR 3 Joint Undertaking > SESAR solutions

European ATM Master Plan

SESAR Deployment Manager

Common Projects > Deployment Programme



Airspace organisation and use

Network management

Air Traffic flow
management

Flexible use of Airspace

SESAR Deployment Manager – the industrial partnership



SESAR DEPLOYMENT AND INFRASTRUCTURE PARTNERSHIP A CONSORTIUM OF 21 OF THE MAJOR EU ATM PLAYERS



Airlines

AIRFRANCE

business by
easyJet

LUFTHANSA GROUP

RYANAIR



Air Navigation Service Providers

AIRNAV
IRELAND

austro
CONTROL

BULATSA
BULGARIAN AIR TRAFFIC SERVICES AUTHORITY

CROATIA
CONTROL

dgac
DSNA

DFS Deutsche Flugsicherung

ENAI re

enav Hungarian Air Navigation Services

LFV
AIR NAVIGATION SERVICES
OF SWEDEN

NAVIAIR

NAV
PORTUGAL

POLSKA AGENCJA ŻEGLOWI POWIETRZNYJ
POLISH AIR NAVIGATION SERVICES AGENCY
www.pansa.pl

romatsa
ROMANIAN AIR TRAFFIC SERVICES AUTHORITY

skyguide



Airports

ACT
EUROPE
AIRPORTS COUNCIL
INTERNATIONAL



ECTL NM

EUROCONTROL

*as coordinator
of the Consortium*

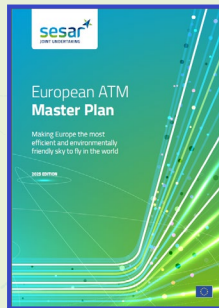
ENTERING THE FIFTH YEAR OF OPERATIONS

European Innovation – how can we transform ATM

“what transformation do we want to see in the European aviation ?”

from the Vision for the Digital European Sky...

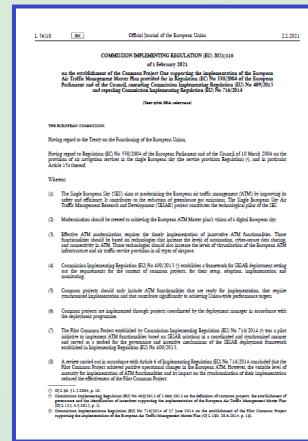
EUROPEAN ATM MASTER PLAN



“what do we need and by when?”

...to setting goals and deadlines...

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



“how do we drive transformation?”

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

SESAR DEPLOYMENT PROGRAMME (2025 EDITION)



Common Project 1 – what are we deploying

Flexible Airspace Management and Free Route Airspace

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

AF 3



Extended AMAN and AMAN/DMAN integration

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

AF 1



AF 4

Network Collaborative Management

- increasing capacity to accommodate flights
- reducing congestion in the European Network
- anticipating and resolving delays

AF 2

Airport Integration and Throughput

- reduced queueing and turnaround times
- safer and more resilient ground operations
- less time spent by aircraft with their engines on
- improved door-to-door experience for passengers

Initial Trajectory Information Sharing

- improving predictability of flights
- savings tons of CO₂ emissions
- paving the way to Trajectory Based Operations

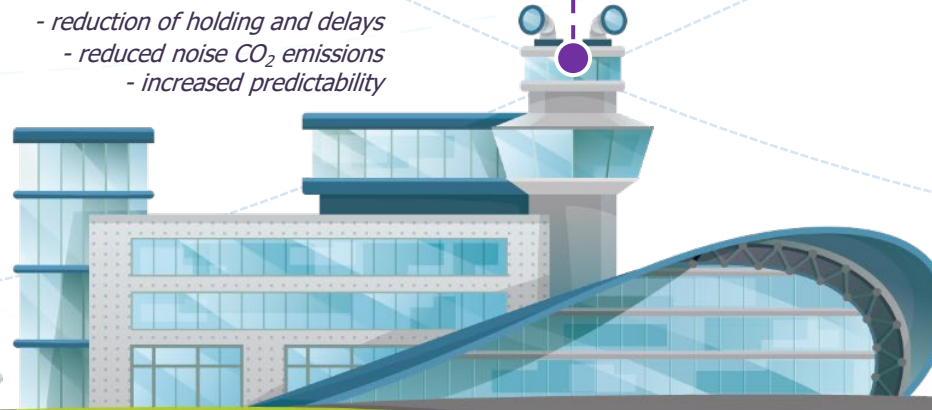
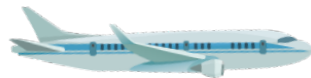
AF 6



AF 5

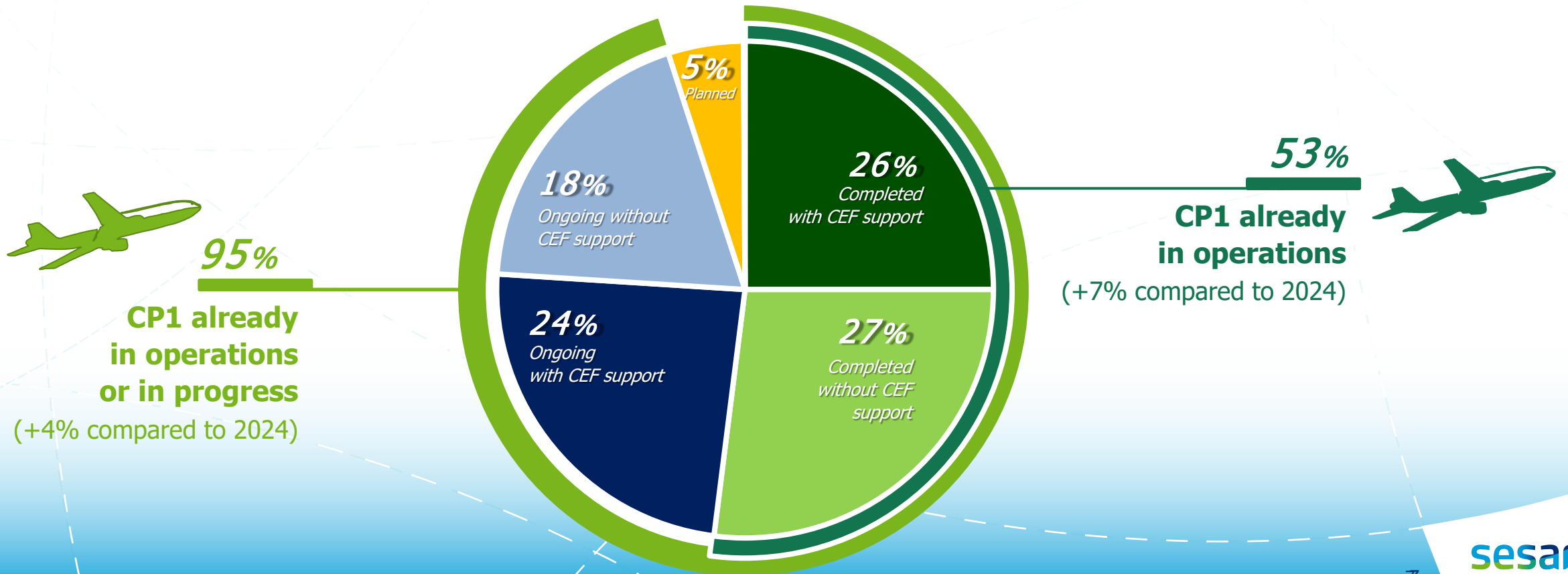
System Wide Information Management

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



Common Project 1 – the status by December 2025

- Latest monitoring results confirm a **steady increase of implementation**, now topping 50% of CP1 scope
- **95% of CP1 scope is either already in operations or in progress**
- For the remaining **5%**, stakeholders already drafted deployment plans, with a **single exception in AF6** (0.1%, not shown in the chart) where the related SESAR solution is still to be finalized



Common Project 1 – expired Families (AF1 to AF4)

► **Compliance rate for AF1 to AF4 is at 86%, constantly increasing towards full compliance**

Extended AMAN



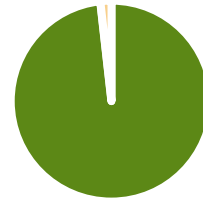
Average progress:
63%
Fully implemented
in **7 TMAs**

DMAN with PDS



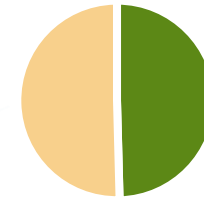
Average progress:
96%
Fully implemented
in **18 Airports**

Initial AOP



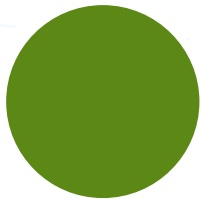
Average progress:
98%
Fully implemented
in **18 Airports**

Airport Safety Nets



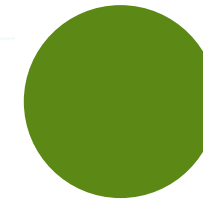
Average progress:
50%
Fully implemented
in **2 Airports**
(all safety-critical elements
available everywhere)

ASM and A-FUA



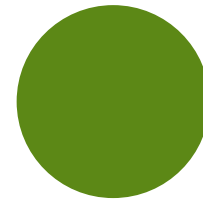
Average progress:
100%
Fully implemented
in **all States**

Pred. Airspace Config.



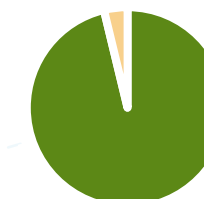
Average progress:
100%
Fully implemented
in **all States**

Initial Free Route



Average progress:
100%
Fully implemented
in **all States**

Enhanced Free Route



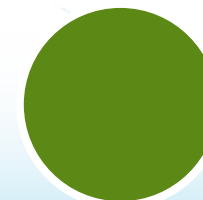
Average progress:
96%
Fully implemented
in **28 States + MUAC**

Enhanced STAM



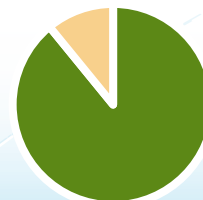
Average progress:
100%
Fully implemented
in **all States**

Interactive Rolling NOP



Average progress:
100%
Fully implemented
in **all States**

Initial AOP/NOP



Average progress:
89%
Fully implemented
in **13 Airports**

Traffic Complexity Interfaces



Average progress:
99%
Fully implemented
in **29 States + MUAC**

Common Project 1 – expired Families (AF5)

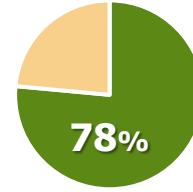
- The situation improved compared to last year, but more remains to do: **58% compliance in 2027**



Average progress

Common SWIM PKI and cybersecurity

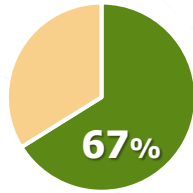
- A **single, pan-European implementation**
- Supported by a **multistakeholder EU project**
- Already **fully implemented by December 2024**



Average progress

Stakeholders' SWIM PKI and cybersecurity

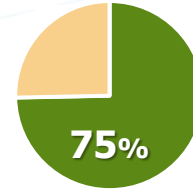
- Implementation completed in **14 States + NM**
- Additional **11** expected to reach **compliance in 2026**
- **Almost all Family** to be deployed **before end-2027**



Average progress

Aeronautical Information Exchanges

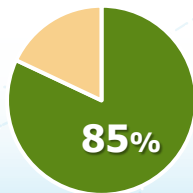
- No State **achieved full compliance by end-2025**
- **11 States** already above 80%, with others slightly below
- Impact of **eEAD postponements to be solved by 2027**
- Ad hoc **AIM SWIM support initiatives** activated by SDM



Average progress

MET Information Exchanges

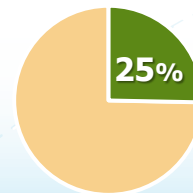
- **Only 5 States + NM fully compliant** by 2025
- Compliance **expected to reach around 50% in 2026**
- **MET service provision** already at a **promising status**
- SHs **capability to consume these services** to be accelerated



Average progress

Coop. Network Information Exchanges

- **53%** of applicable States are already **fully compliant**
- **Compliance rate in 2027** expected to **achieve 94%**
- Additional **13 States** already **relying on NM B2B tools**



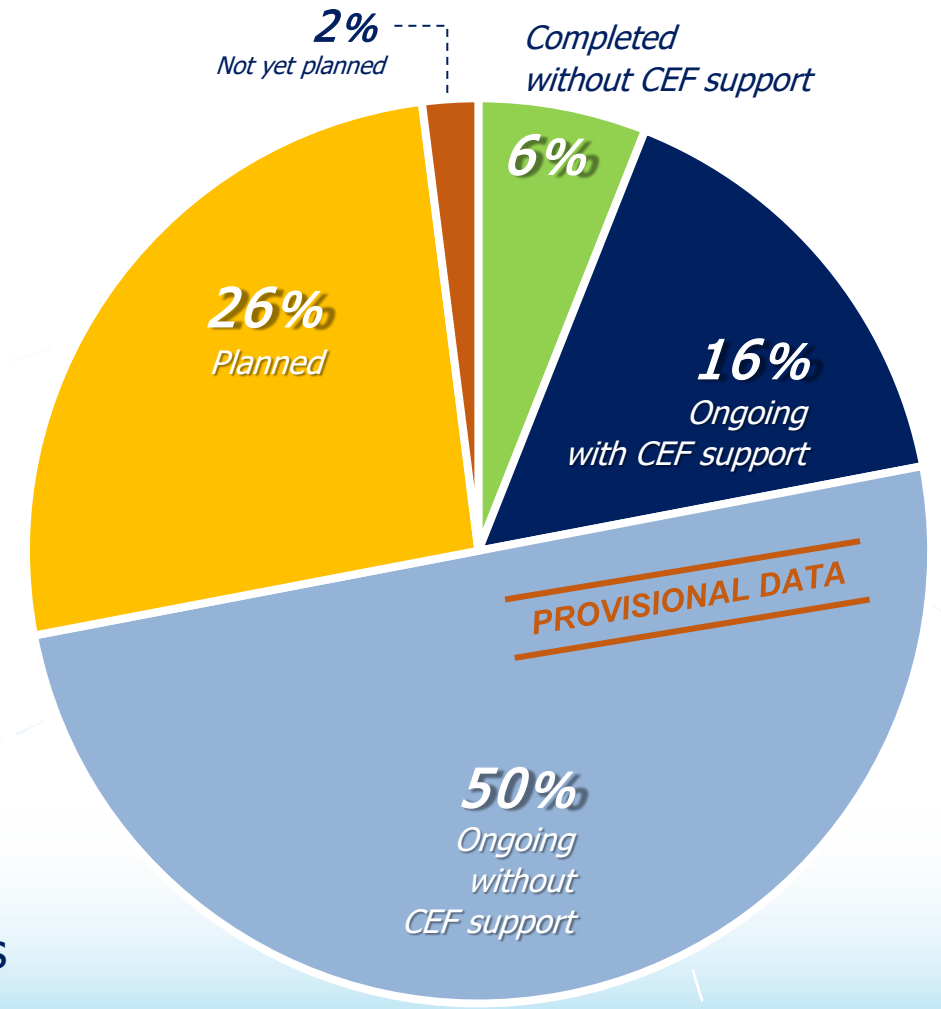
Average progress

Flight Information Exchanges (FF-ICE)

- The Family with the **most significant and widespread delays**
- Only **ROMATSA** reached full compliance in 2025
- Mostly due to the **ANSPs' timeframe of FF-ICE implementation**
- **Average delay** on the ground side is **between 3-4 years**
- **SDM-NM joint initiative activated** to **mitigate the situation**

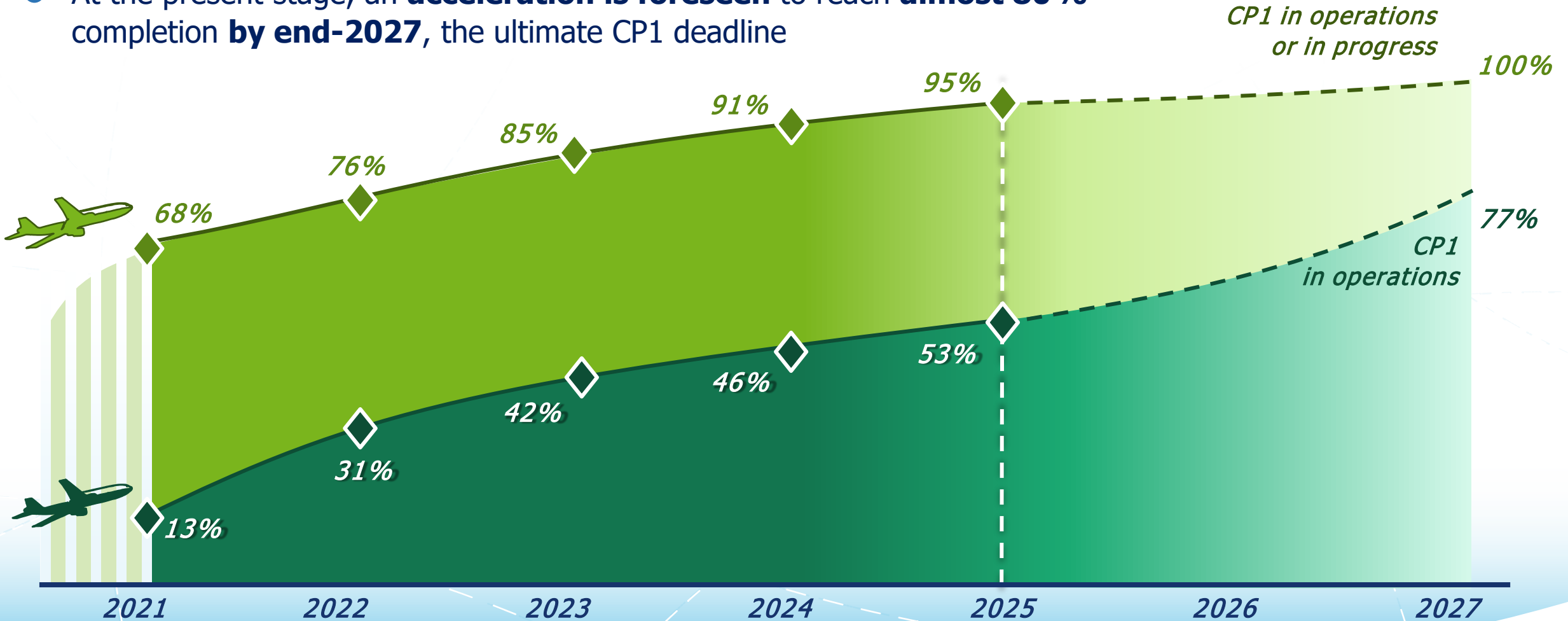
Common Project 1 – AF6 status

- **ATM Functionality 6** deadline is **set on December 2027**
- Following the **passing of the industrialisation target date** in 2024, deployment momentum started to pick up, with around **3/4 of ANSPs with implementation initiatives ongoing** (average progress at 14%)
- **Airspace Users** – subject only to a forward-fit mandate as from 2027 onwards – have also accelerated their effort, with **many major players already fitting their fleet**
- Despite the acceleration, **compliance is mostly expected by the end of the decade** (e.g. 60% in 2029, 81% in 2030), both for A/G trajectory information sharing and distribution
- The Air-Ground trajectory information enhancement by NM is the **only CP1 element still without plans**, as it still requires **validation as part of the SESAR project PJ 18-06b1**



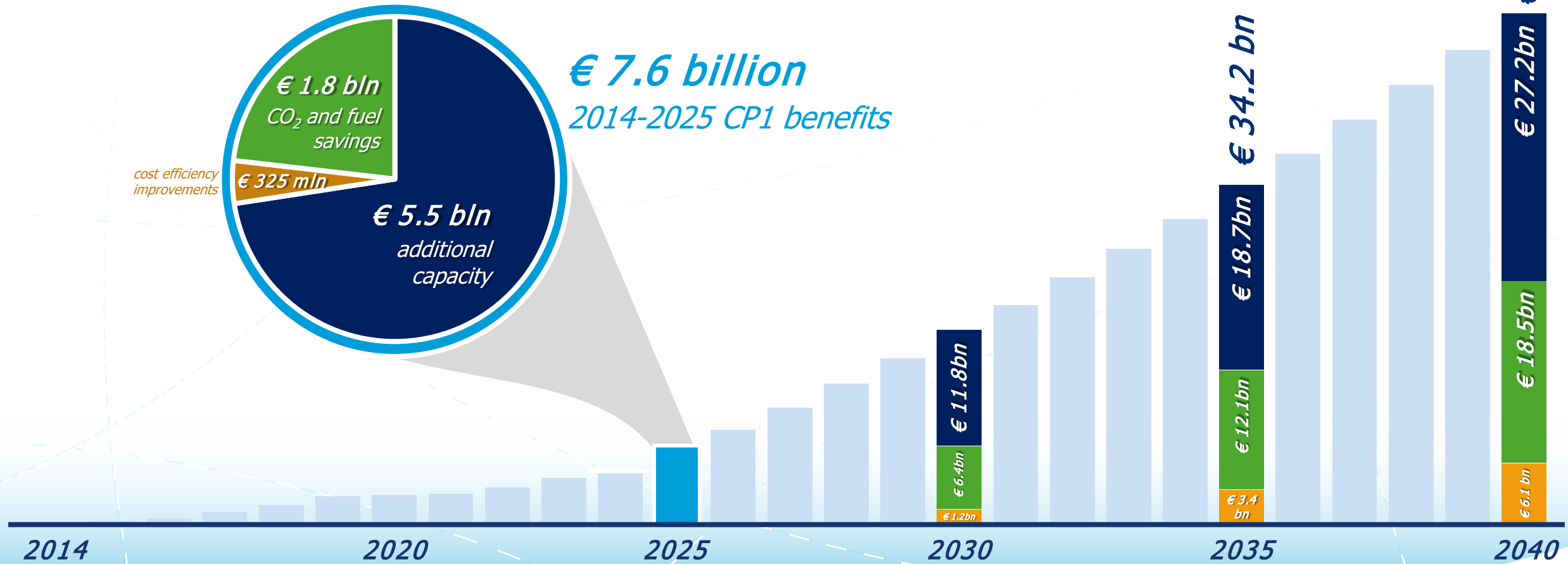
Common Project 1 – the post-Covid acceleration

- The deployment pace **continues on the same post-Covid path**
- At the present stage, an **acceleration is foreseen** to reach **almost 80%** completion **by end-2027**, the ultimate CP1 deadline



Common Project 1 – the operational benefits from SESAR deployment

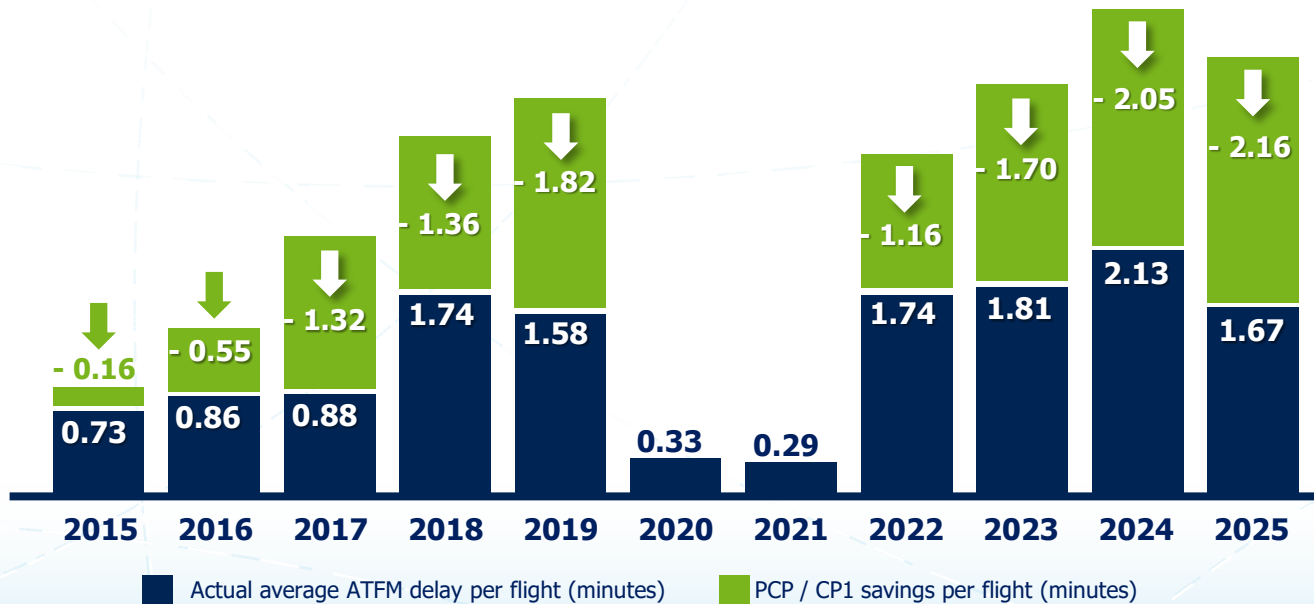
- Despite still in its early ramp-up phase, **CP1 benefits** already **more than double its costs**
- In the medium-to-long term, the **CP1 Benefit Cost Ratio (BCR)** is going to **reach 5.9**



Common Project 1 – practical examples of operational benefits

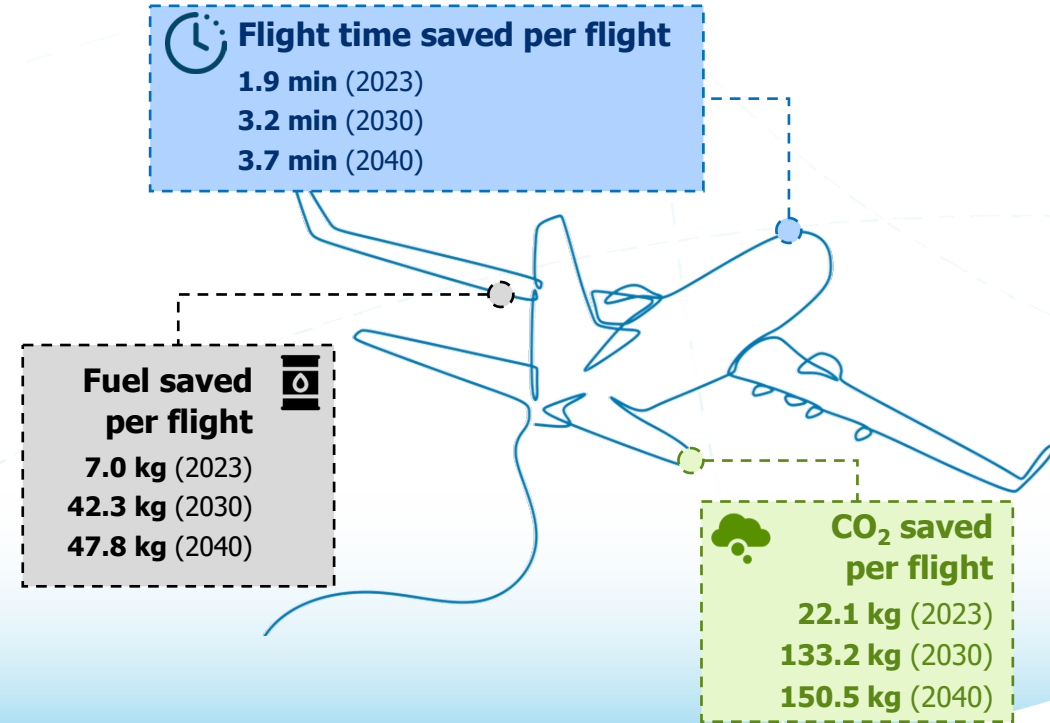
ATFM capacity

- ◆ Without CP1, ATFM delays in 2024 and 2025 would have remained around **4 min per flight**, bringing disruptions and bottlenecks to operations
- ◆ Pre- and post-Covid, CP1 played a **critical part in mitigating such delays** and **bringing them back below the 2 minutes threshold in 2025**



Sustainability

- ◆ CP1 is essential to **avoid unnecessary emissions** by allowing **shorter, more direct and efficient flight profiles**
- ◆ Between 2014 and 2025, it **saved over 3 mln tons of CO₂**, a figure set to **multiply x10 before 2040**



EDA AT A GLANCE



Only EU Agency whose Steering Board meets at ministerial level



EDA Steering Board
27 Defence Ministers

chaired by



Kaja Kallas
Head of European
Defence Agency, HR/VP



+200 staff
Connected with 2,500
experts in Member States



27 Member States
(All EU Member States)



**Administrative
Arrangements**
with Norway, Serbia,
Switzerland, Ukraine and
United States

EDA Chief Executive
André Denk



MAIN MISSION

... to support the Council and the Member States in their effort to improve the Union's defence capabilities in the field of crisis management and to sustain the CSDP*

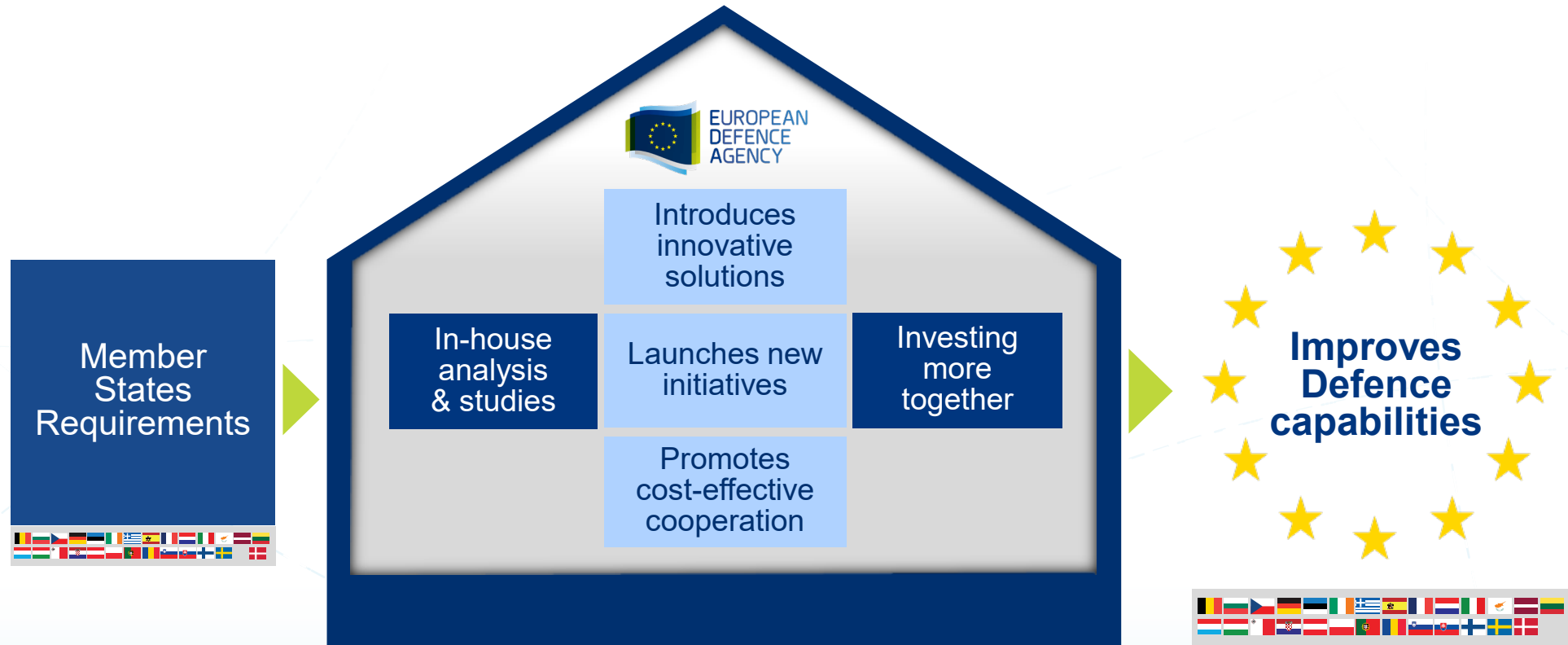
* Council decision 2015/1835 of 12 October 2015 on statute, seat and operational rules of the EDA



EUROPEAN
DEFENCE
AGENCY



A catalyst: from Member States to Member States



Military affected by CP1

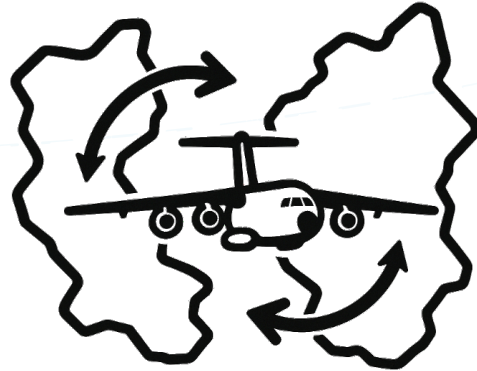


- **The military forces of EU Member States are affected by the CP1 regulation.**
- To fulfil their tasks, representing one or even all above depicted stakeholders is leading to a **much more integrated civil-military cooperation.**

Military benefits from CP1



**SITUATIONAL
AWARENESS**



**CROSS-BORDER
MILITARY AIR MOBILITY**



RESILIENCE



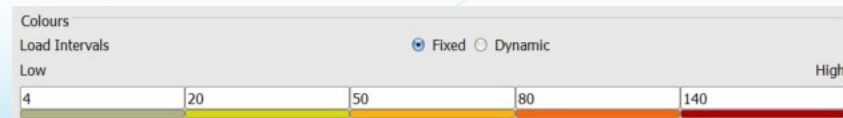
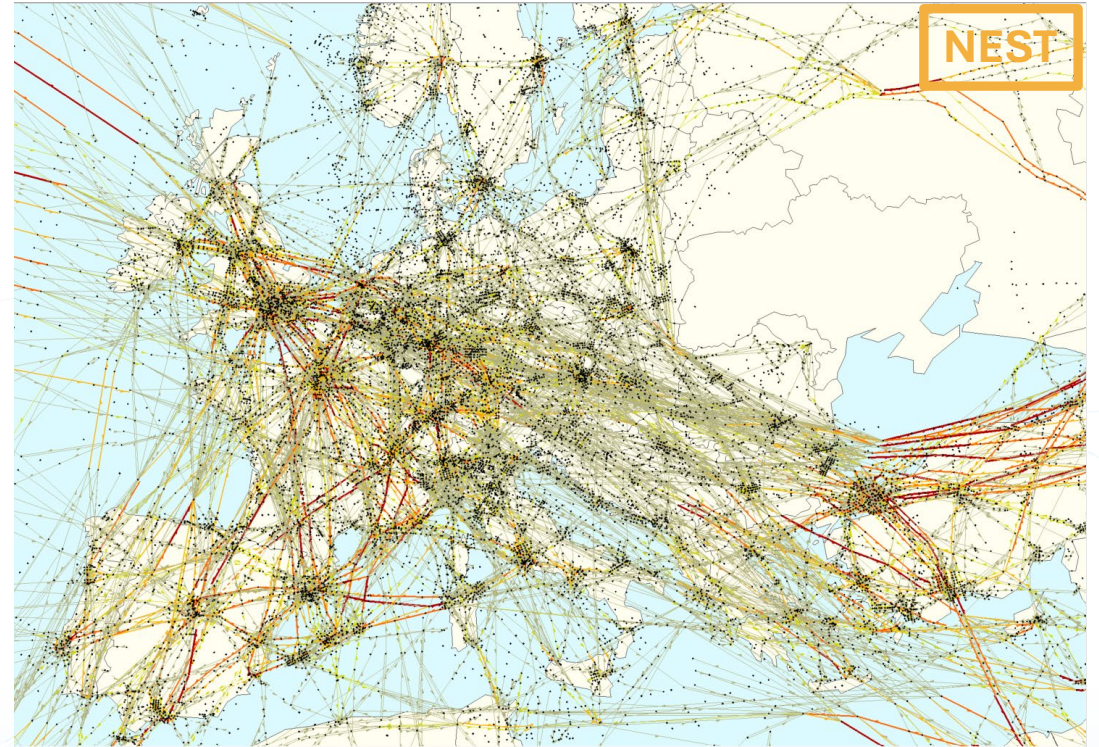
**STRATEGIC
INFLUENCE**

Free Route Airspace

IMPACT OF FRA 14 September 2012



IMPACT OF FRA 12 September 2025

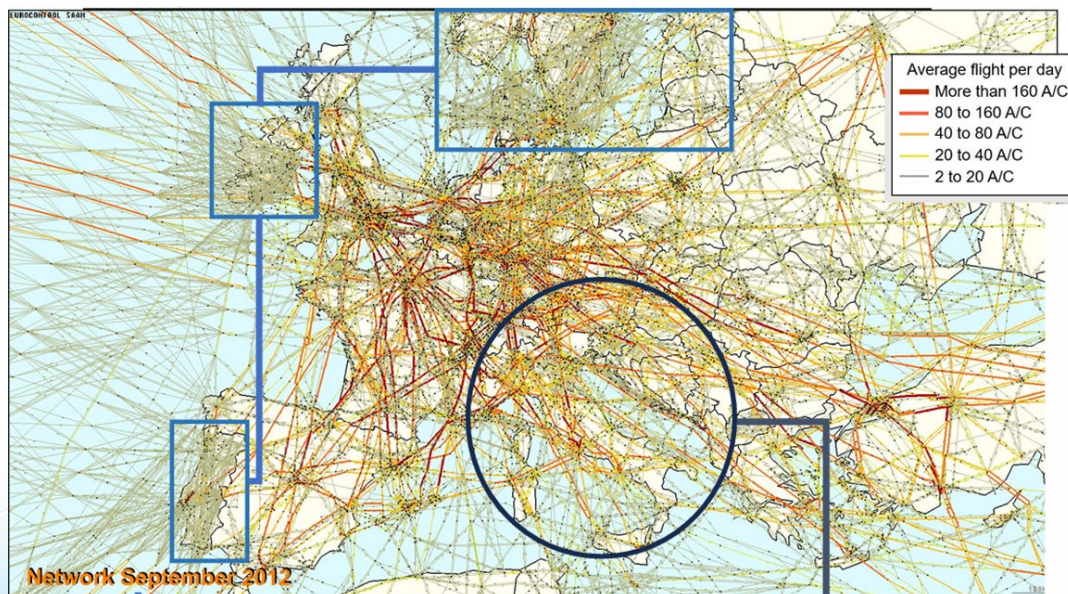


PRB* Free Route Airspace assessment-report-results

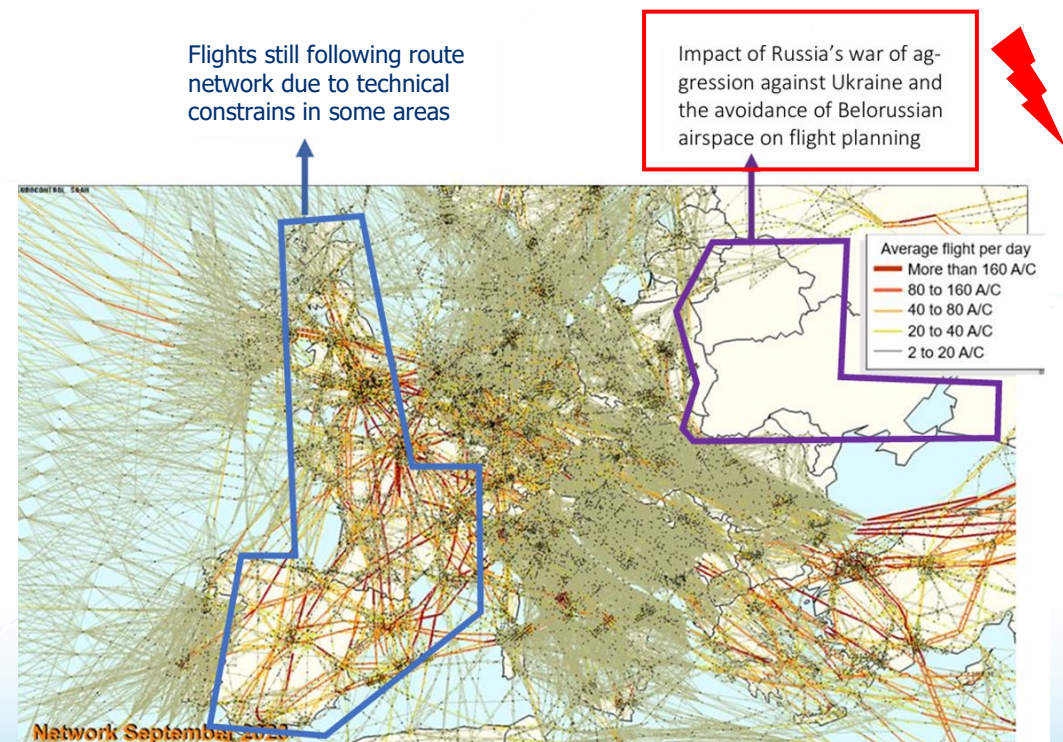
PRB-PRC joint study on the actual benefits of Free Route Airspace 19 May 2025

▶ VISUALISATION OF THE IMPACT OF FRA September 2012

First FRA implementations from 2009 already available:
Portugal, Ireland and Sweden



▶ VISUALISATION OF THE IMPACT OF FRA September 2023



* PRB = Performance Review Body

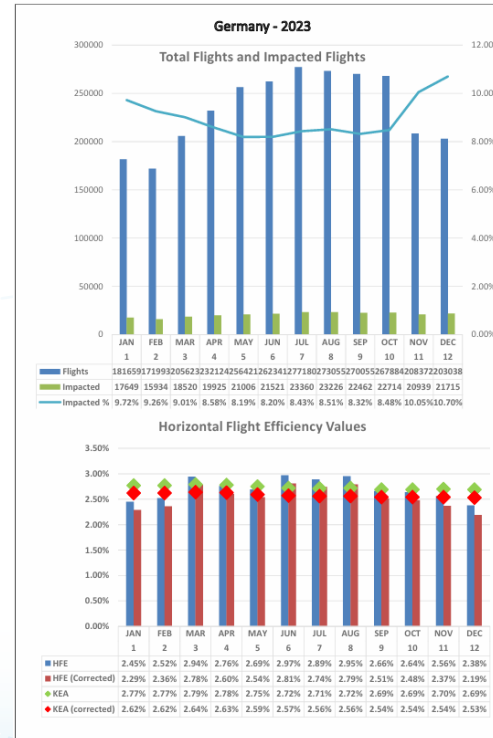
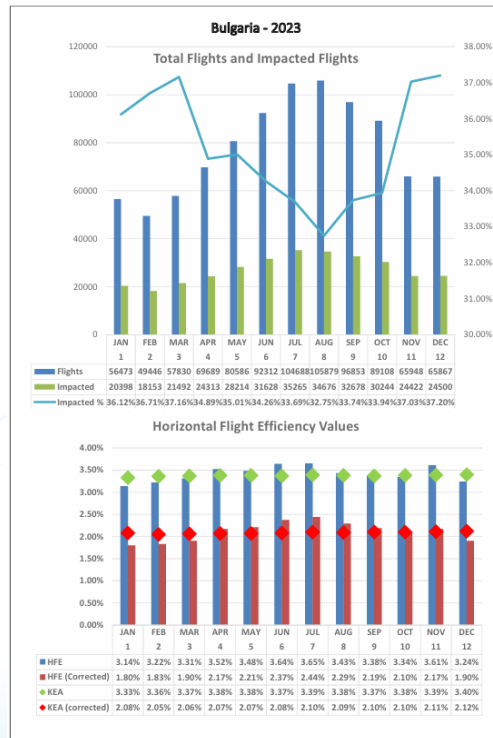
PRB Free Route Airspace assessment-report-results

TECHNICAL NOTE ON THE IMPACT OF THE WAR IN UKRAINE ON HORIZONTAL FLIGHT EFFICIENCY (HFE) INDICATORS March 2024

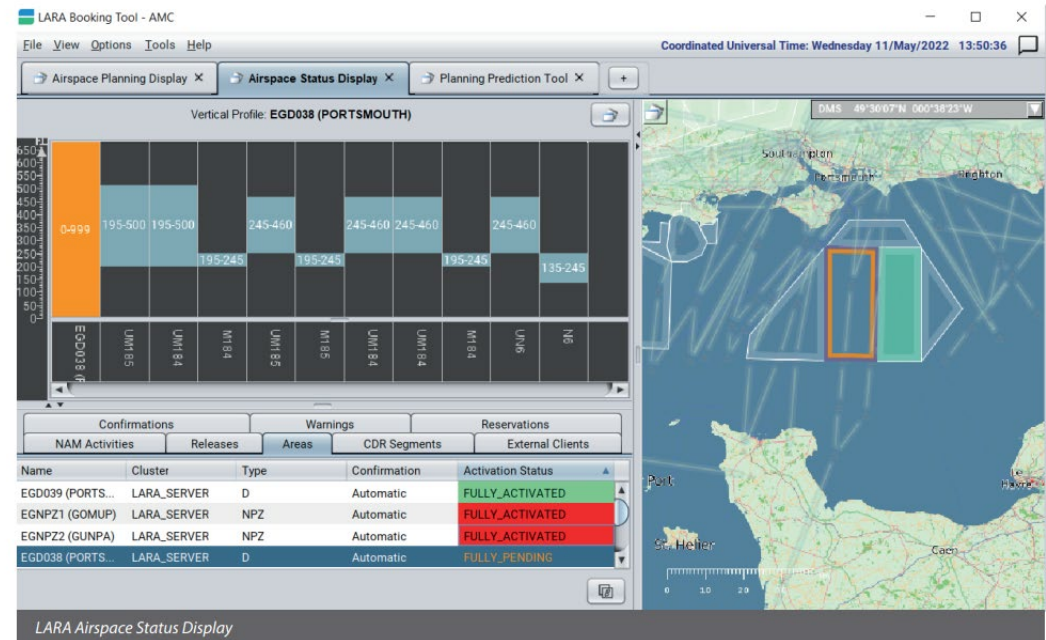
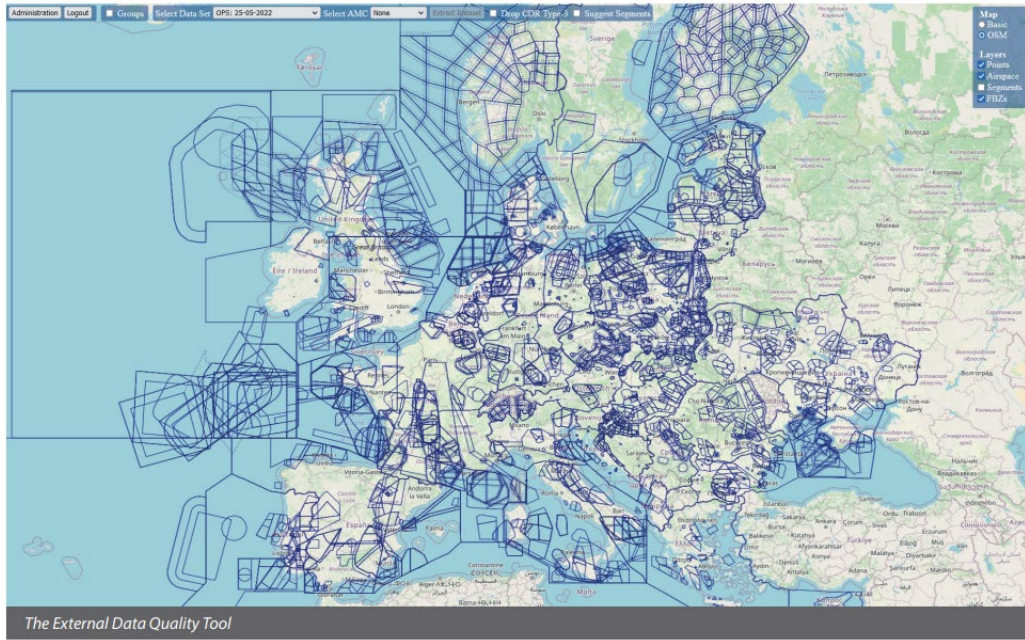
► IMPACT on HFE in 2023

Area	Impact of war	Corr. KEA	KEA 2023
Austria	0.18%	1.93%	2.11%
Belgium	0.08%	3.51%	3.59%
Bulgaria	1.28%	2.12%	3.40%
Croatia	0.07%	1.44%	1.51%
Cyprus	0.89%	3.84%	4.73%
Czech Republic	0.35%	2.26%	2.61%
Denmark	0.12%	1.32%	1.44%
Estonia	4.17%	2.38%	6.55%
Finland	1.86%	1.53%	3.39%
France	0.03%	3.30%	3.33%
Germany	0.16%	2.53%	2.69%
Greece	0.13%	2.13%	2.26%
Hungary	0.75%	1.36%	2.11%
Ireland	0.02%	1.42%	1.44%
Italy	0.05%	3.04%	3.09%
Latvia	5.14%	2.83%	7.97%
Lithuania	8.62%	4.52%	13.14%
Malta	0.05%	1.53%	1.58%
Netherlands	0.11%	2.83%	2.94%
Norway	0.14%	1.15%	1.29%
Poland	2.40%	2.18%	4.58%
Portugal	0.01%	1.49%	1.50%
Romania	1.90%	1.71%	3.61%
Slovakia	1.95%	2.10%	4.05%
Slovenia	0.10%	1.63%	1.73%
Spain	0.02%	3.24%	3.26%
Sweden	0.56%	1.19%	1.75%
Switzerland	0.07%	4.36%	4.43%
SES Area	0.28%	2.71%	2.99%

Table 7: Quantification of impact of war on indicator value for SES States, year 2023

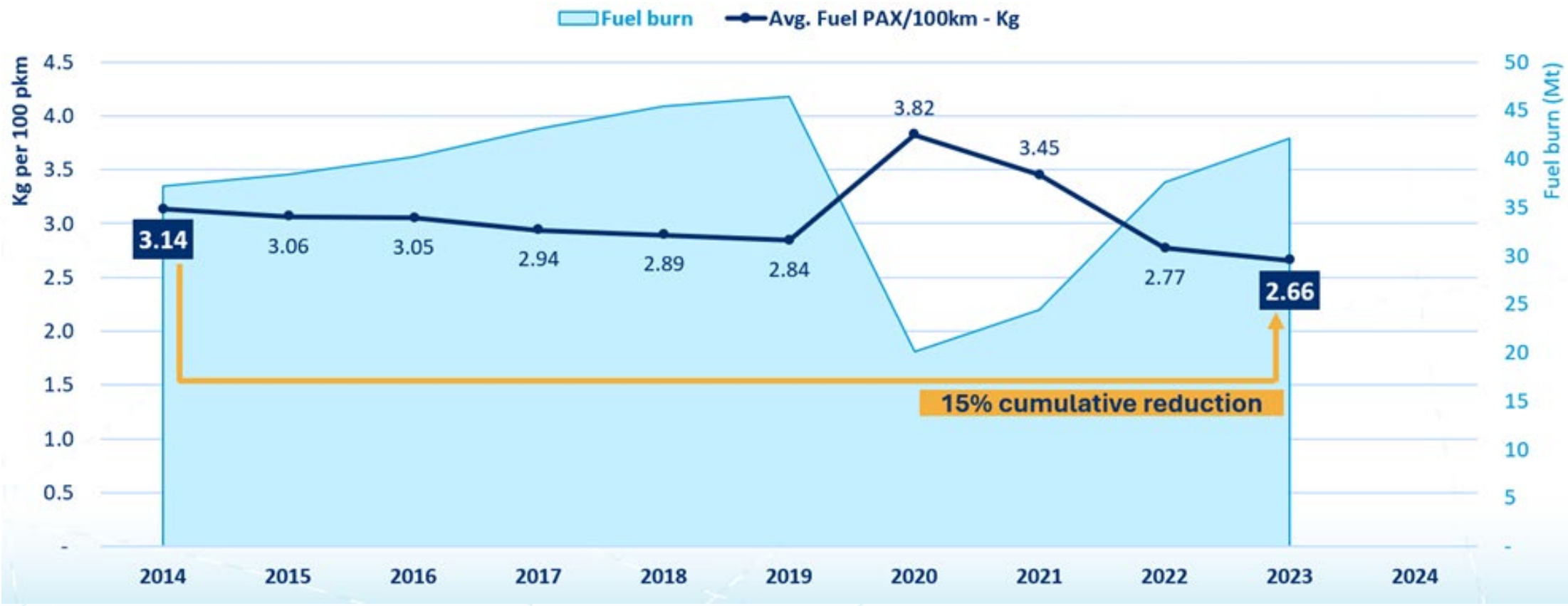


Military community actions

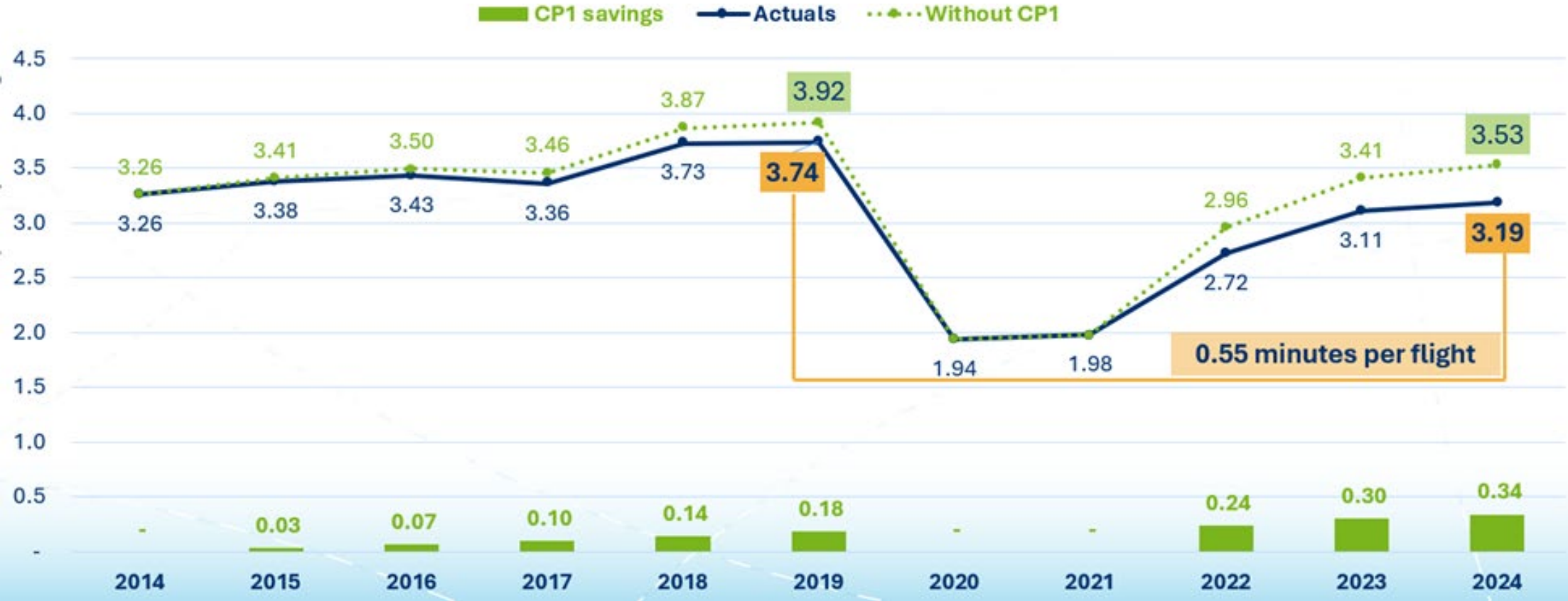


- **LARA booking tool for military airspaces** was implemented within the CP1 deployment activities:
- **The digitalized way of communicating** such airspaces was extremely helpful, especially in area affected by Ukrainian War and just now with the military activities associated to the Iranian crisis.

Fuel burn per passenger and 100 km



Taxi Out additional times



ASMA additional times

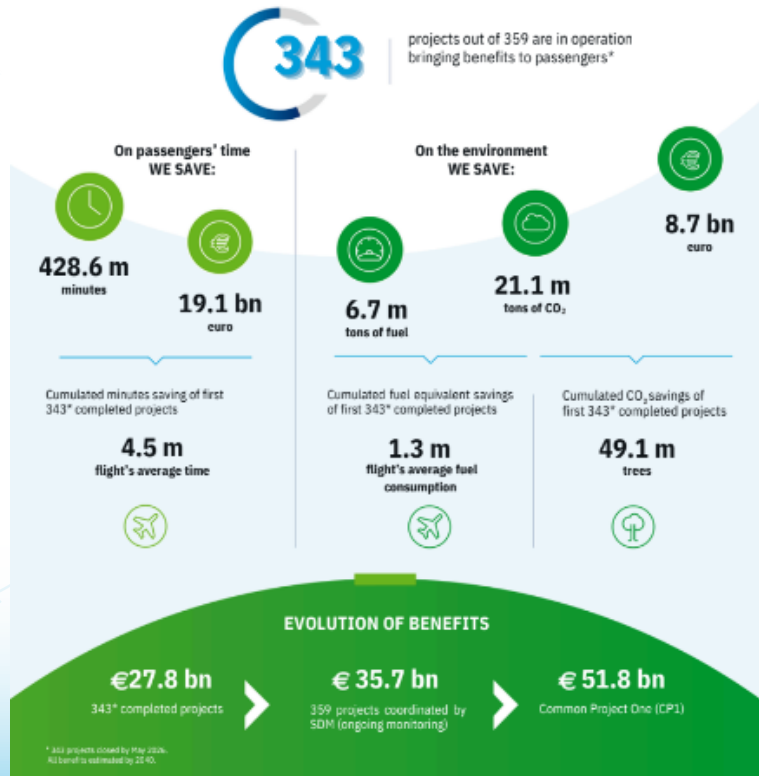


Factsheet as of May 2026; all figures estimated by 2040

MODERNISING AIR TRAFFIC MANAGEMENT AS ONE



SESAR deployment **benefits are being delivered** thanks to thousands of people working at more than 100 European aviation partners. Airports, Airlines, Air Navigation Service Providers, Meteorological Service Providers, the Network Manager and Military stakeholders working together **as one team**. One team coordinated and synchronised by the SESAR Deployment Manager to increase connectivity and cohesion throughout Europe, and to timely deliver modern and digital Air Traffic Management in Europe.



AS ONE TEAM BEHIND ATM MODERNISATION

A strong partnership stands behind SESAR Deployment Manager. It represents all perspectives and standpoints of the stakeholders involved in SESAR deployment:

- **4 Airlines:** covering 3 million flights with around 500 million passengers per year (one third of the overall European passengers);
- **15 Air Navigation Service Providers:** controlling around 80% of flights in the European Union, as well as all major traffic flows operated in Europe, so around 8 million flights per year;

- **Airports:** ACI Europe representing over 500 airports across 55 countries, able to provide the full airport operational perspective;
- **EUROCONTROL Network Manager:** the best placed to provide a network-wide view, both in terms of technological deployment but also in terms of operational interoperability to ensure seamless functioning of the European ATM network.

The **SESAR Deployment Manager role and function** is defined by the Article 9 of European Commission Implementing Regulation (EU)N°409/2013. Under the oversight of the European Commission, this function consists of the synchronization and the coordination of the deployment of the most essential operational changes in the European ATM Master Plan by the Member States of the European Union and their operational stakeholders.

COMMON PROJECT ONE

Common Project One or CP1 is a European regulation that sets out essential requirements for the implementation of air traffic management (ATM) functionalities to enhance the performance of the European aviation system.

It specifically identifies key digital technologies and procedures for deployment to ensure interoperability and consistency among EU Member States.



CONTRIBUTION TO EU GREEN DEAL

CP1 covers 13% of the CO₂ reduction of all Air Traffic Management related measures currently taken by the Aviation industry to contribute to the 2030 decarbonisation objectives of the European Green Deal.

Synchronising & coordinating deployment of Air Traffic Management modernisation projects in Europe:



SESAR Deployment Manager is coordinating 12 Actions involving:



sesardeploymentmanager.eu
@SESAR_DM
@SESAR Deployment Manager
@SESAR Deployment Manager
#SESARdelivers #SESAR #AsOne

* 143 projects closed by May 2026.

Conclusion and way to success

1. A fully coordinated deployment process,
2. By involving all stakeholder parties and
3. A strong connection & relation between civil and military needs
4. Will generate the expected benefits for the ATM system

Thank you

Any questions?



SESAR Deployment Manager 



@SESAR_DM 



@SESARDeploymentManager 



sesar_deployment 



SESAR Deployment Manager 



Co-funded by
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