



# TEN-T DAYS 2018

## LJUBLJANA SLOVENIA

### 25>27.04.2018

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Mobility and  
Transport





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# Aviation: Building tomorrow's innovative air traffic system





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# Nicolas Warinsko

## General Manager of the SESAR Deployment Manager







# The Single European Sky Initiative



- The **Single European Sky (SES)\*** is an ambitious initiative launched by the European Commission in 2004 to reform and modernize the architecture of European Air Traffic Management.
- It proposes a **legislative approach to meet future capacity and safety**
- **needs at a European rather than local level.**



The **Single European Sky (SES)\*** is an ambitious initiative launched by the European Commission in 2004 to **reform and modernize the architecture of European Air Traffic Management.**

It proposes a **legislative approach to meet future capacity and safety needs at a European rather than local level.**



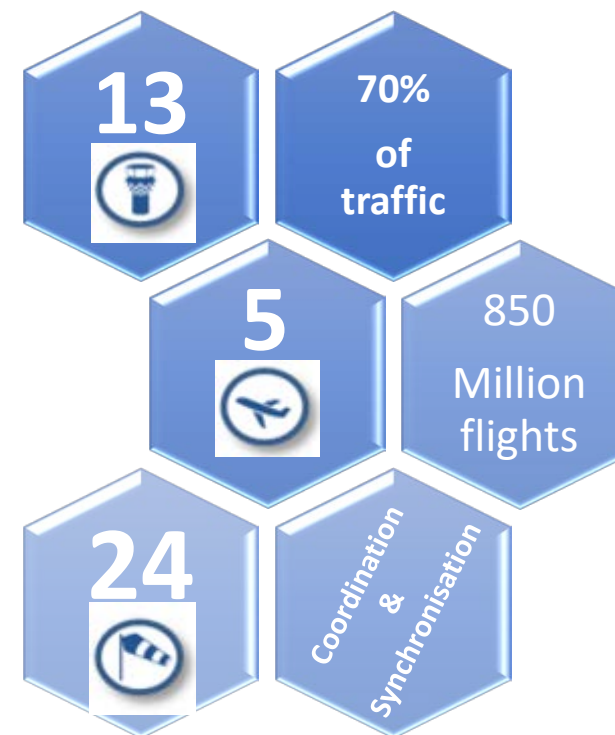
*\* Regulation (EC) No 549/2004 of the European Parliament and of the Council laying down the framework for the creation of the Single European Sky.*

# The SESAR vision





## Management level - SESAR Deployment Alliance



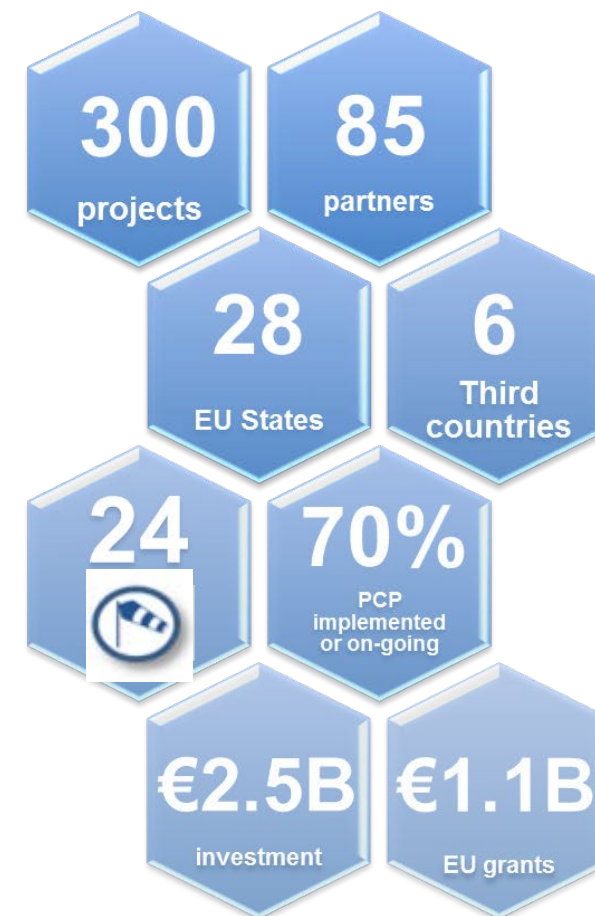
“Industry for Industry”



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## Implementation level - SESAR Deployment Partnership



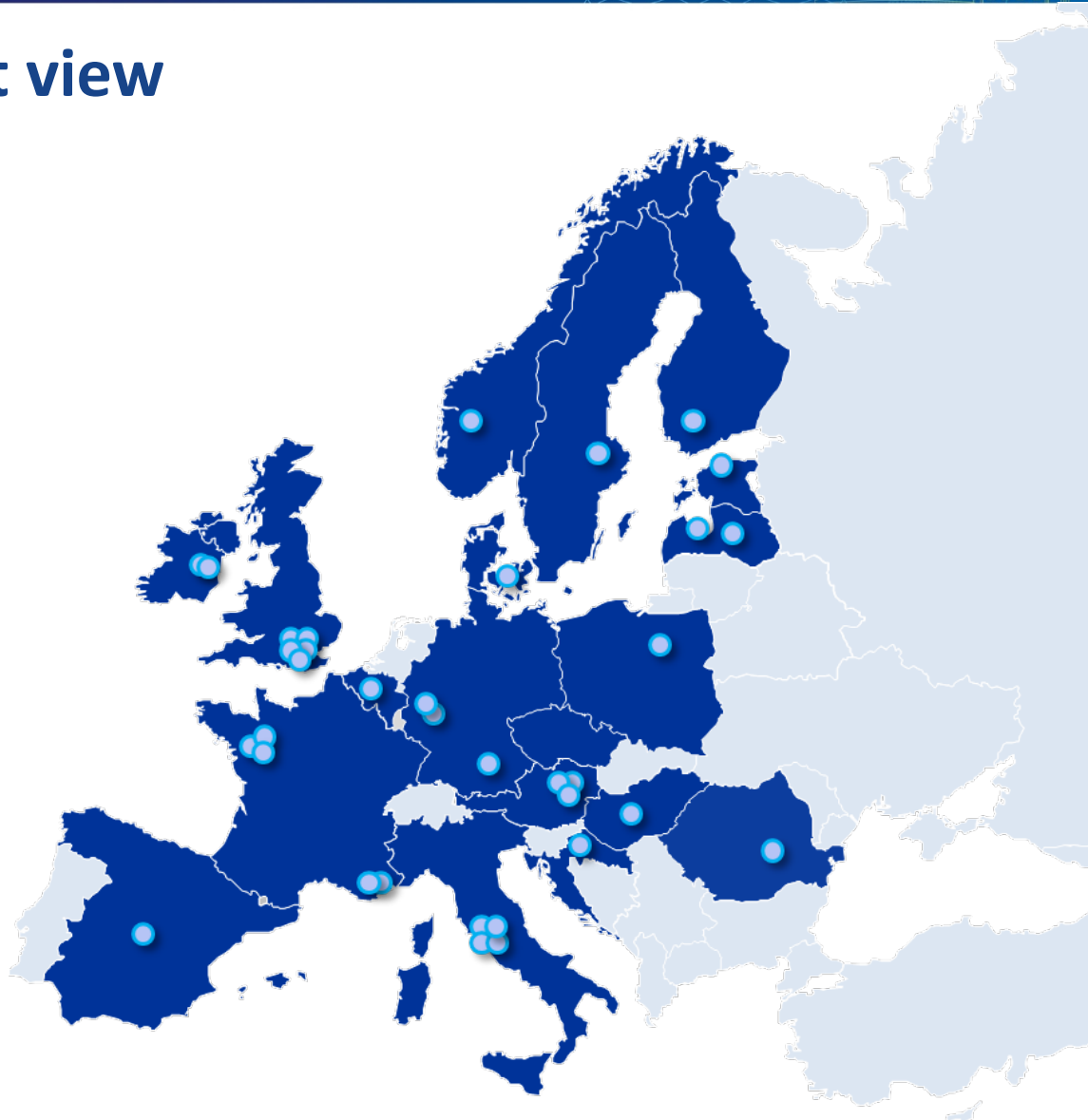
## Delivering SESAR - Project view

68

Completed

18

EU  
States



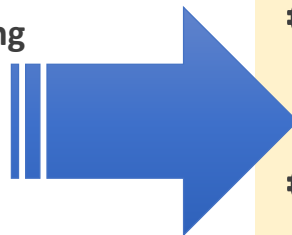




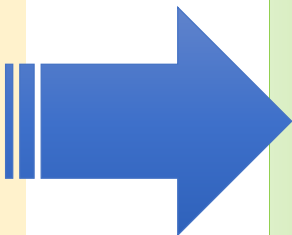
## Delivering SESAR – Performance view

	Yearly savings by 2030 (in % of 2014 totals)	Cumulated Benefits 2014 - 2030 (units)	Cumulated Benefits 2014 - 2030 (€ discounted)
Delays (min)	13.4%	229 million minutes	€3200 million
Flight Time (min)	0.7%	49 million minutes	€663 million
Fuel (ton)	0.9%	2.4 million tons	€830 million
CO2 (ton)	0.9%	7 million tons	€14 million
Other savings			€81 million

**70% PCP**  
Implemented and on-going



Total investment  
**€ 2478 million**  
(€ undiscounted)  
**€ 1900 million**  
(€ discounted)



Total Cumulated  
Benefits 2014 – 2030  
**€ 4800 million**  
(€ discounted)



## Agenda

- **11:30 - 11:40:** Marian-Jean Marinescu (Member of the European Parliament)
- **11:40 - 11:50:** Cristobal Millan de La Lastra (Innovation and Networks Executive Agency, Head of Unit CEF Transport C2 – Central and South-East Europe, ATM and Marco Polo)
- **11:50 - 12:40:** High level panel representatives of SESAR stakeholders

Moderated by Nicolas Warinsko (General Manager of the SESAR Deployment Manager)

- Airports: **Zmago Skobir** (Managing Director Ljubljana Airport)
- Air Navigation Service Providers: **Szepessy Kornél** (Chief Executive Officer HungaroControl)
- Airspace Users: **Peter Bellew** (Chief Operating Officer Ryanair)
- Military: **Christophe Vivier** (European Defence Agency Head of Unit SES)/SESAR )
- Q&A
- **12:50 - 13:00:** Closure by **Henrik Hololei** (Director General of DG Mobility and Transport)



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# Marian-Jean Marinescu

## Member of the European Parliament







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# Cristobal Millan De la Lastra

Head of Unit, INEA, CEF Transport C2 -

Central and South-East Europe, ATM and Marco Polo





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# CEF contribution to SES



INEA's place in the  
EU aviation Research & Innovation







# Legal Framework



Trans-European Transport Network (TEN-T) Guidelines Regulation 1315/2013, Section 5 - Priorities for air transport:

- **SES implementation - SESAR deployment**



Connecting Europe Facility (CEF) Regulation 1316/2013, Annex I part I.1

- **SESAR : horizontal priority**



## **General Objective**

**(MAP Work Programme 2014-2020)**

**Support timely and efficient implementation of the Single European Sky,  
in particular but not limited to the deployment of SESAR,  
by improving ATM performance in Europe**

- 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





## Results of closed CEF Transport Calls – SESAR priority Common Projects

2014-2016

- 7 Common Projects
- Total costs eligible: € 2.4 billion
- Total EU funding: € 1.1 billion
- EU co-funding rates: between 11% and 85%



## Results of closed CEF Transport Calls – SESAR priority Other Projects

2014-2016

- 47 Other Projects
- Total costs eligible: € 459 million
- Total EU funding: € 236 million
- EU co-funding rates: between 20 % and 85%



# 2017 CEF SESAR Call

2017

- Published on 06/10/2017
- Submission deadline 12/04/2018
- Available amount of EU support of € 290 million
- 33 proposals received
- Over-subscription 1.4 x
- Results in September



### 6 Common projects under implementation

- 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-TM-0113-M (€8m)

Covering 300  
Implementation Projects

### # Total Partners (SDM Included)

85

### # Partners per Category (SDM not included)

 <b>10</b>	 <b>34</b>
 <b>6</b>	 <b>10</b>
 <b>18</b>	 <b>5</b>

### # Member States (MSs)

**European MSs:**

**28**

**Third Countries:**

**6**





# Conclusions

- Total EU CEF support to SES: € 1.6 billion (incl. 2017 Call)
- Focus on Pilot Common Project
- Satisfactory implementation progress



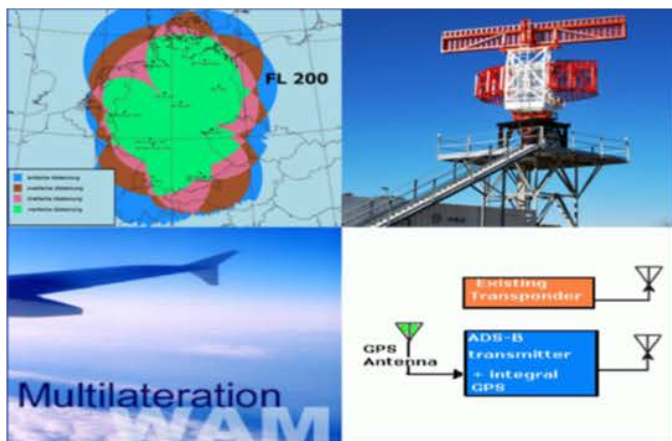
## Examples of CEF Actions (1)

### ***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%)



### ***Deploying New Radar Technologies (MaRS): Implementation of SES by Improving Performance, Interoperability and Modernizing ATM in Germany (02/2016 - 12/2020)***

Deployment of three German surveillance radar sites (Frankfurt (FFW), Hamburg (HAW) and Munich (MUI) by the German Air Traffic Control, DFS (Deutsche Flugsicherung)

Total costs: €35,875,139

Max. EU contribution: €17,937,570 (50%)



## Examples of CEF Actions (2)

### *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%)



### *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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# Zmago Skobir

## CEO & Managing Director

### Ljubljana Airport





# Ljubljana Airport Traffic Performance & Infrastructure

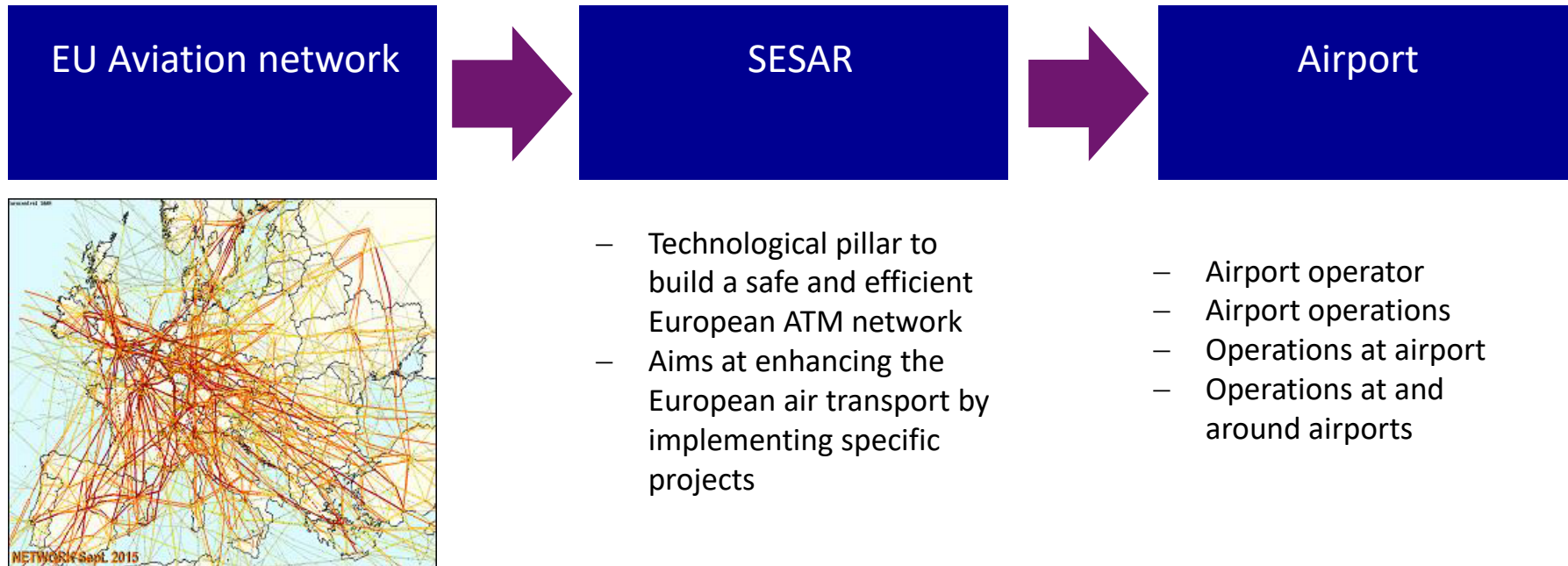
- Runway (12/30): 3,300x60 m, E cat (ICAO), ILS CAT IIIb
- Taxiways: one parallel, 3,300 m, plus 5 taxiways between runway and parallel taxiway
- Main Apron: 25 parking positions,
- General aviation apron: 35,000 m<sup>2</sup>
- Passenger terminal: 13,700 m<sup>2</sup>, 13 gates, 4 passenger bridges
- General aviation terminal & hangar: 5,000 m<sup>2</sup>
- Cargo terminal: 4,600 m<sup>2</sup>

	Actual 1-12.17 A17	Actual 1-12.16 A16	% A17/A16
Passengers	1,688,558	1,411,476	19.6%
ATM	34,444	32,701	5.3%
MTOW (t)	1,249,795	1,114,277	12.2%
Cargo (t)	24,314	19,802	22.8%





# SESAR Deployment Programme and airports



An airport is part of ATM network where different stakeholders conduct operations contributing to the performance of the network.



# Initial Airport Operation Plan

- **Initial Airport Operation Plan** is part of the SESAR Deployment Plan for modernisation of the airport operations at Ljubljana Airport. It is beneficial for airports in the scope of Pilot Common Project and wider.
- The core concept of the proposed action is **information sharing** between all airport partners working together more efficiently and transparently.
- Data originators, such as airport operators, have an essential role in ensuring that aeronautical data are **digital**, of the required **quality** at origin, and transmitted in such form to the next user in the line of operations.
- It allows **better decision making**, based on more accurate and timely information, with all airport partners having the same operational picture.
- Fraport Slovenija will have a **centralized data base** for information sharing among all stakeholders - fundamental for the future implementation of Airport Collaborative Decision Making (A-CDM) and enabler for most of Airport Integration and Throughput (AF2) functions in the SESAR deployment plan. It is necessary to integrate all elements in the Airport Information systems.
- **Expected benefits:** benefits from the Action will be extended to the **whole Network** (airport operator, ground handler, air traffic controllers, aircraft operator, Network Manager, passenger, all other stakeholders and interested public) with aim to **reduce delays** (up to 10%). Thus it will be one small yet important part of the SESAR programme.
- Co-financed by CEF Call 2015





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**Thank you for your attention!**



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 **HungaroControl**

# Kornél Szepessy

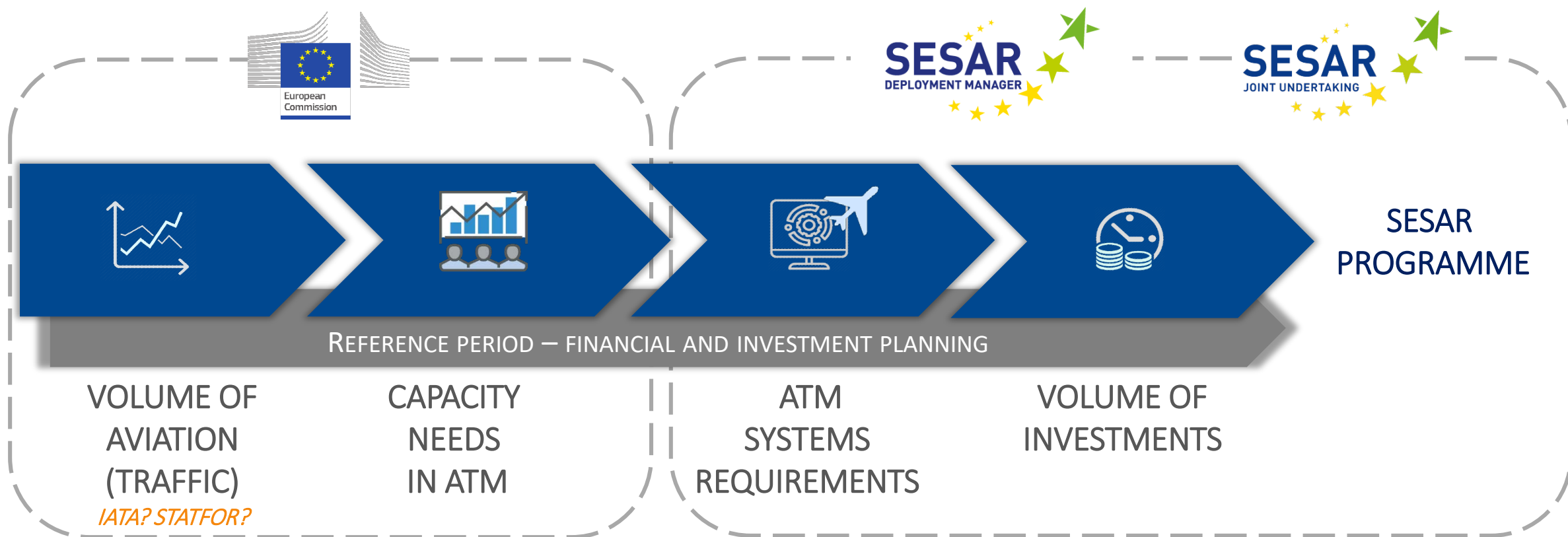
CEO of  **HungaroControl**

Hungarian Air Navigation Service Provider





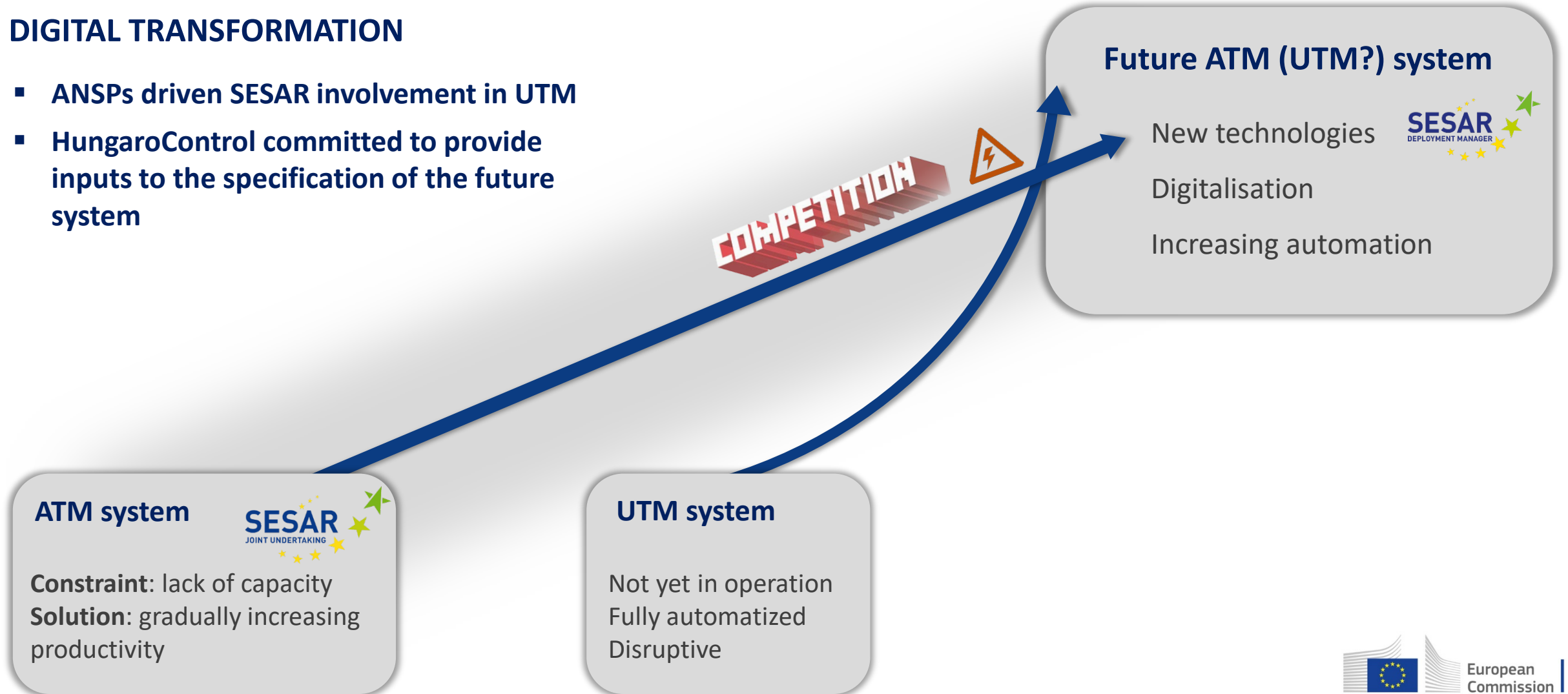
## Reliable traffic forecast is the basis of proper capacity planning





## DIGITAL TRANSFORMATION

- ANSPs driven SESAR involvement in UTM
- HungaroControl committed to provide inputs to the specification of the future system







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# Peter Bellew

## Chief Operating Officer

### Ryanair





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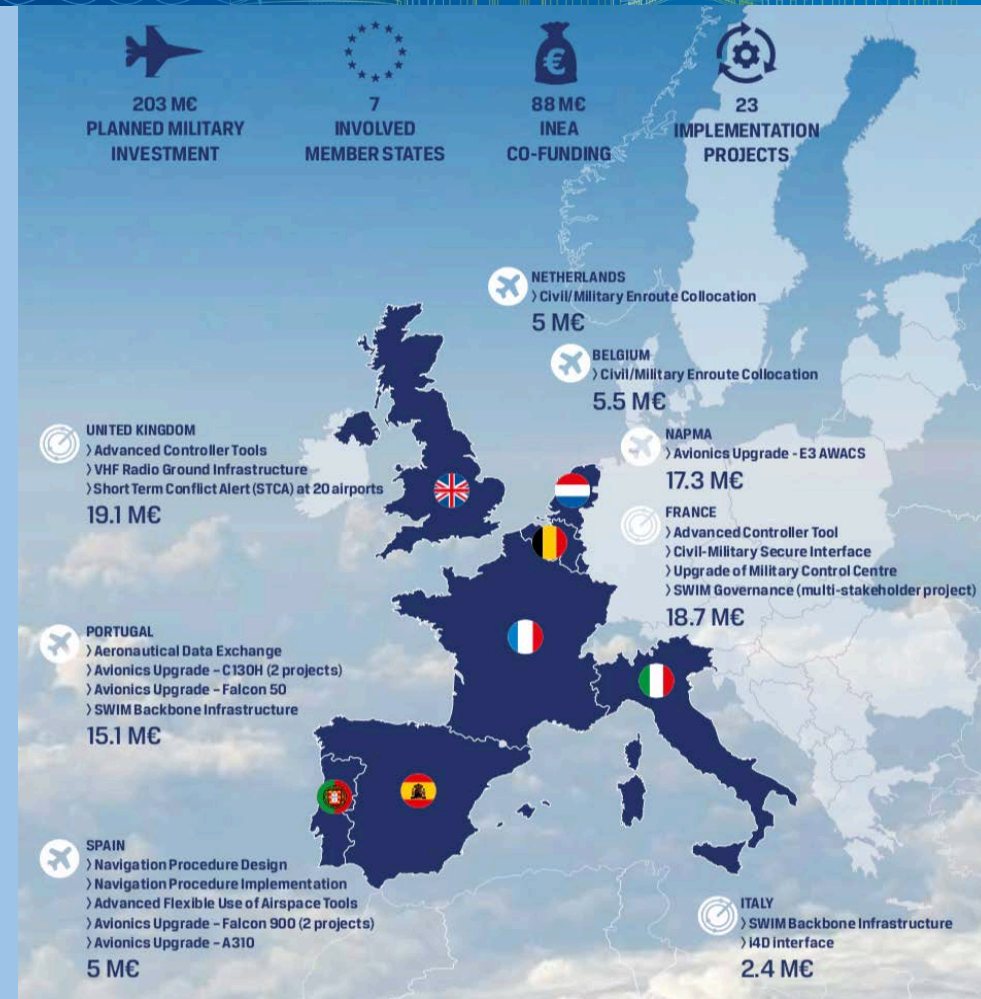
# Christophe Vivier

## Head of SES/SESAR Unit

### European Defence Agency



- Military Mobility, including Military Aviation essential to ensure security of European citizens.
- Military is a key partner in aviation: outstanding concrete results have been obtained so far.
- Civil and Military Aviation should enhance their collaboration to exploit upcoming opportunities of innovative digital solutions.
- The European Defence Agency supports Member States in its role as interface coordinating military views in wider EU policies:





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# Questions & Answers







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# Henrik Hololei

## Director General of DG Mobility and Transport European Commission





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# Contact us

w. [www.sesardeploymentmanager.eu](http://www.sesardeploymentmanager.eu)

t. +32 (0) 2 793 07 57

e. [info@sesardeploymentmanager.eu](mailto:info@sesardeploymentmanager.eu)

follow us on twitter

@SESAR\_DM and @WarinskoNicolas

follow us on LinkedIn

@SESAR Deployment Manager and @Nicolas Warinsko

