2022 CEF 2 Transport Call Launch Event

Launching the proposal preparation process

28 September 2022 – Brussels

from 10.00 to 16.00

sesar DEPLOYMENT MANAGER

Practicals & Agenda

Madalina Kramer
Head of Stakeholder Relations & Buy in

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Practicals online participants

- For the most optimal user experience during this streamlined event, please use **Google Chrome, Firefox or Safari** to connect (Edge is not supported). Otherwise, you may not be able to hear the sound of the event.
- The **chat and Q&A are moderated to ensure relevance for all participants** during the event.
- **Please use the chat to send in your questions** for the dedicated Q&A sessions. Questions that aren’t answered during this event will be handled afterwards.
- For **technical issues**, use the chat or email us at communication@sesardeploymentmanager.eu

Practicals live participants

- If you have any questions, you can raise them during the **dedicated Q&A slots** using your microphone.
- Our experts are also available during the breaks at the **Expert Corner** organised in the lobby.
- The Event is **recorded and will be shared** with all participants in the coming days.

Agenda

10:00 – 10:15	Welcome Address from the Executive Director
10:15 – 10:30	The CEF 2 Programme and the Role of SESAR Deployment Manager
10:30 – 10:45	Overview of the SESAR Deployment Programme 2022
10:45 – 13:00	2022 CEF Transport Call and Defined Priorities (incl coffee break)
13:00 – 14:15	Lunch Break
14:15 – 15:30	Performance Aspects
14:30 – 15:30	Preparing your Proposal: Process, Structure, Roadmap (incl coffee break)
15:30 – 15:45	Your Supporting Tools
15:45 – 16:00	From CINEA Evaluation to Execution phase
16:00	Closure of the Meeting

Welcome!

Mariagrazia La Piscopia
Executive Director

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SESAR Deployment Manager – the new set up

SESAR DEPLOYMENT MANAGER

A NEW CONSORTIUM THAT BRINGS TOGETHER THE MAJOR ATM ACTORS

Airlines

AIRFRANCE
business by easyJet
LUFTHANSA GROUP
RYANAIR

Air Navigation Service Providers

austro CONTROL
CROATIA CONTROL
dgac DSNA
DFS Deutsche Flugsicherung
ENAIRE
enav
HungaroControl Hungarian Air Navigation Services
IAA
LFV Air Navigation Services of Sweden
NAVIAIR
NAV PORTUGAL
PANSA Polish Air Navigation Services Agency
romatsa
skyguide

Airports

ACI EUROPE AIRPORTS COUNCIL INTERNATIONAL
ACI EUROPE AIRPORT GROUPING

ECTL NM

EUROCONTROL

"MODERNISING AIR TRAFFIC MANAGEMENT AS ONE"

SESAR Deployment Manager – the opportunity of CEF 2 Call 2022

*the **first opportunity** for funding in 5 years **to support deployment***

CP1 deadlines** are approaching: **better to act fast

***“first movers” principle**: act now to get funding support*

*a **new framework** poised to **simplify the life** of applicants*

***SDM is here to support you**, from planning to execution*

*The **CEF 2 Programme** and the **role of SESAR Deployment Manager***

Renaud Trapp
Head of Finance and Consortium Coordination

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CEF 2 Programme

The main instrument to realize the EU transport infrastructure policy

targeting new, upgraded, and improved European transport infrastructure

- *increase the **sustainability** of the transport network*
- *improve the **use of infrastructure***
- *reduce the **environmental impact** of transport*
- *removing **bottlenecks** in the network*
- *fully **exploit digital technologies***
- *focusing on **cross-border projects***

CEF 2 Programme

Air Traffic Management in the CEF 2 Programme Work Programme

*among the eligible Actions in support to the establishment of a **smart**, **interoperable**, **sustainable**, **inclusive**, **accessible**, **safe** and **secure mobility***

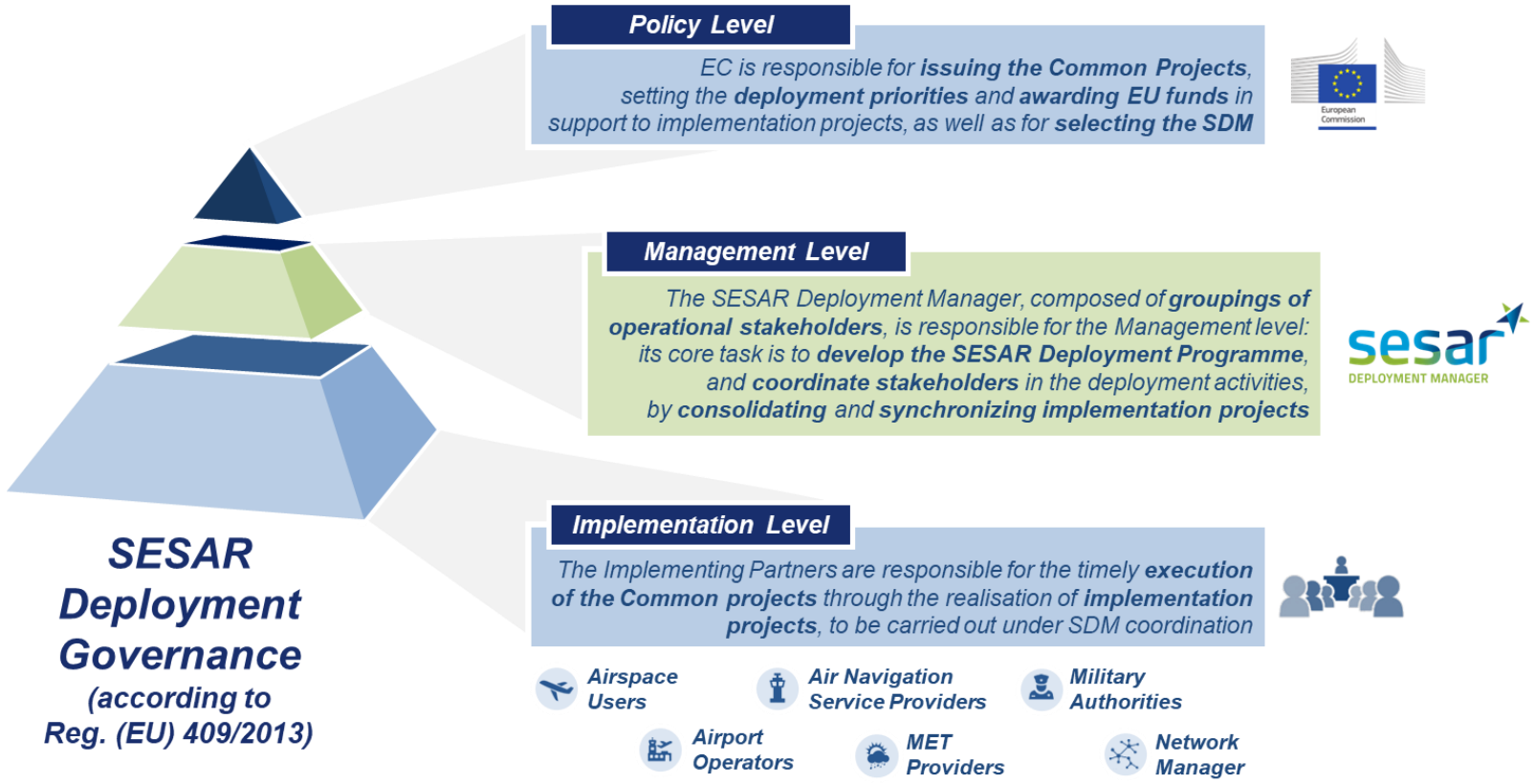
*Actions supporting the **implementation of the Single European Sky** and **air traffic management systems**, in particular those resulting from the **Single European Sky ATM Research (SESAR)***

**** Sources:** Reg. (EU) n. 2021/1153, Article 9 and Reg. (EU) 1315/2013, Art. 24, 26 and 31, CEF 2 2021-2027 Work Programme*

SESAR Deployment Manager – supporting operational stakeholders

*For the Common Projects topic, the SESAR Deployment Manager "must be **the coordinator of each of the projects**".*

*"Applicants must **coordinate their applications with the SDM**, who will advise them […] and consolidate, as appropriate the **relevant implementation projects into one or more projects** to ensure **optimal synchronisation**"*



Overview of the CEF 2 Transport 2022 Call

Supporting smart and interoperable mobility

CEF 2 Transport – Projects related to smart and interoperable mobility

General envelope - (CEF-T-2022-SIMOBGEN)

***Overall budget** € 400.000.000*

*"build, develop, **modernise and complete** the **trans-European networks**"*

*"support the realisation of a **robust and resource-efficient European transport**"*

*"**projects of common interest** relating to efficient, interconnected, and multimodal networks and infrastructure for **sustainable, smart, interoperable, inclusive, accessible, resilient, safe and secure mobility**"*

*"**reducing the negative environmental impacts** of transport "*

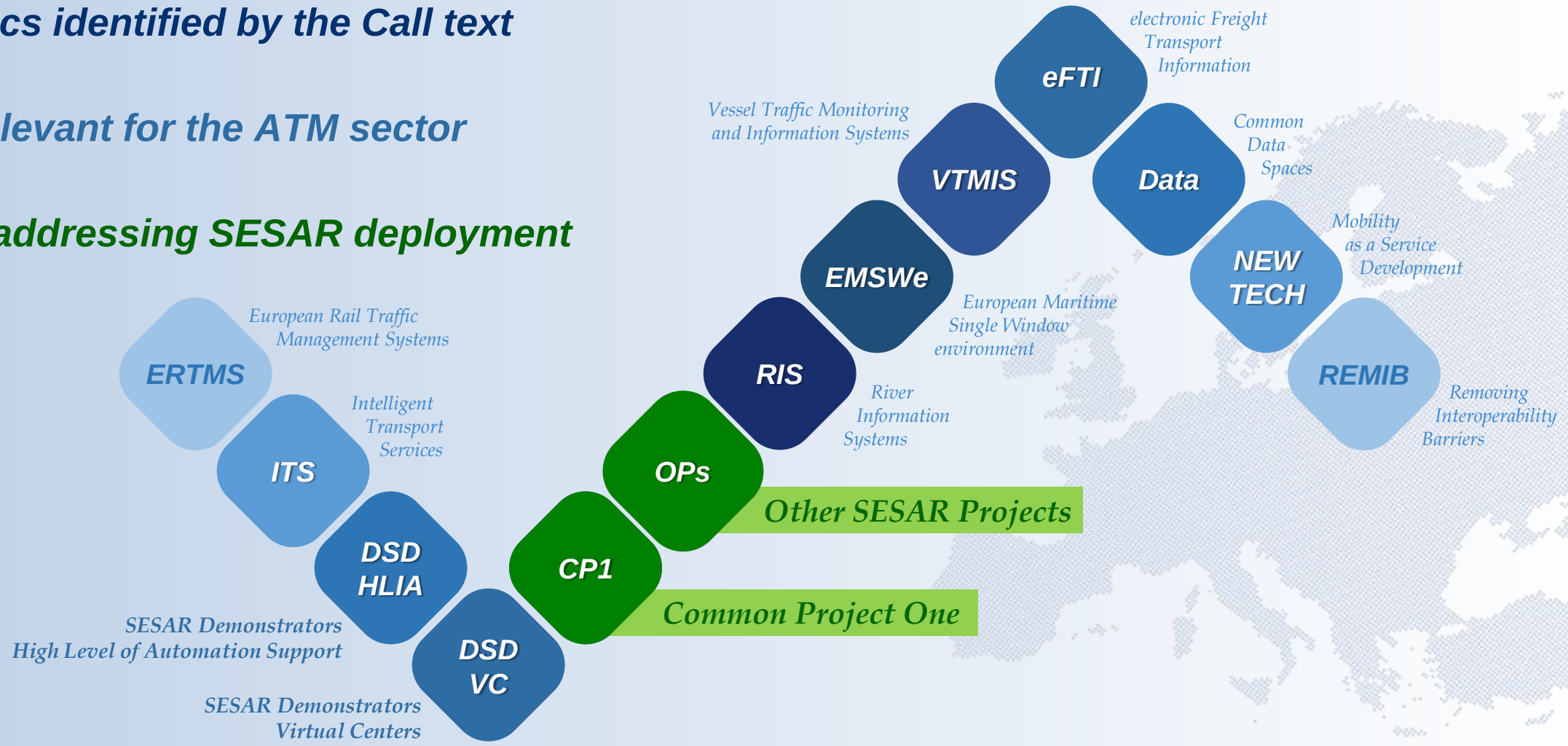
Overview of the CEF 2 Transport 2022 Call

The main topics addressed by the Call

13 topics identified by the Call text

4 relevant for the ATM sector

2 addressing SESAR deployment



Common Project 1 topic

Key highlights from the Call text

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- *must be the **coordinator of all projects** under this topic,*
- *must **advise** on the **relevance and compliance of projects with the SDP***
- *must **consolidate** the relevant projects into **one or more Action Proposals***

Implementation Projects

- ***must fully implement the functionalities** […] by the **legal implementation deadlines***
- ***must define clear milestones** – consistent with the SDP – to allow follow-up of the progress*
- ***strongly encouraged to be above € 1 mln of costs***

Funding aspects

- ***maximum funding rate** is **50%** (70% for outermost regions)*
- ***project duration** until **31.12.2027** and **eligibility of costs** can start **from the submission** date*
- ***subjects** under this topic **might not be included in future calls** or […] with **reduced funding***
- ***legal entities** est. in EU, **international organisations**, and **entities without legal personality** (if their representatives can take obligations on their behalf) **can participate***

Q&A

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Overview of the SESAR Deployment Programme 2022

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Erich Klock
Head of Strategy and Technical Execution

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SESAR Deployment Programme 2022

The common blueprint for operational stakeholders to implement CP1

*Regulation (EU) n. 2021/116 – so-called **Common Project One –** replaced former **Pilot Common Project** (Reg. (EU) n. 716/2014), setting a new scene for ATM modernisation*

*The SDP was elaborated with the **full buy-in and consensus** of impacted stakeholders and was **formally approved by EC** on August 12th*

*All technical **information** to support deployment*

Defragmentation** of **local investments

*Detailed indications on **«how to» implement CP1***

*A **plan to sequence and synchronize the activities***

*A renewed **focus** on the **environmental aspects** of ATM*

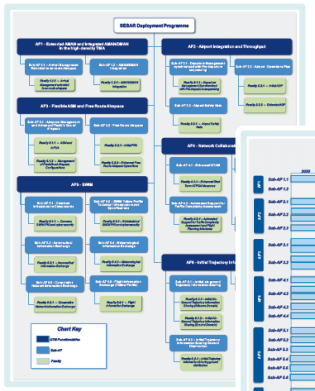
*A **monitoring tool** to identify and avoid delays*

SESAR Deployment Programme 2022

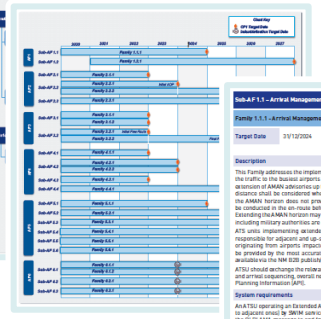
The common blueprint for operational stakeholders to implement CP1

*The **SESAR Deployment Programme** features all information stakeholders need to implement CP1: **target dates**, detailed **system requirements**, **specific milestones** to be followed, how to get **synchronised**, expected performance impacts, and many, many more*

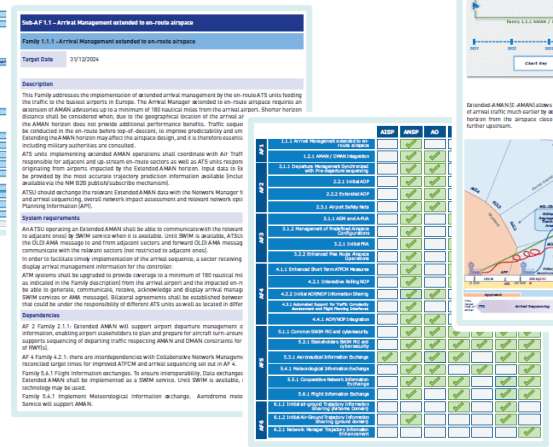
Full WBS



GANTT Chart

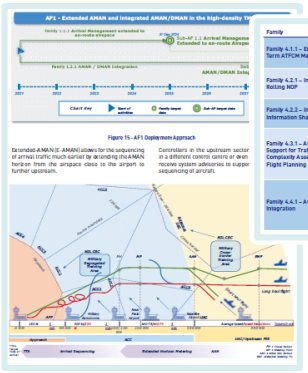


Detailed descriptions

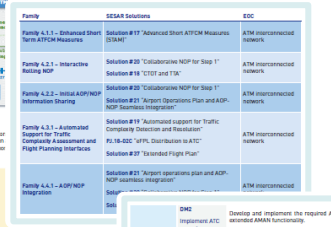


Impacted stakeholders

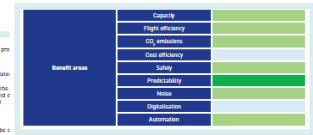
Synchronisation needs



Matching SOL and OBJ



Performance benefits



Intermediate milestones

*2022 CEF **Transport Call** and **Defined Priorities***

Erich Klock

Head of Strategy and Technical Execution

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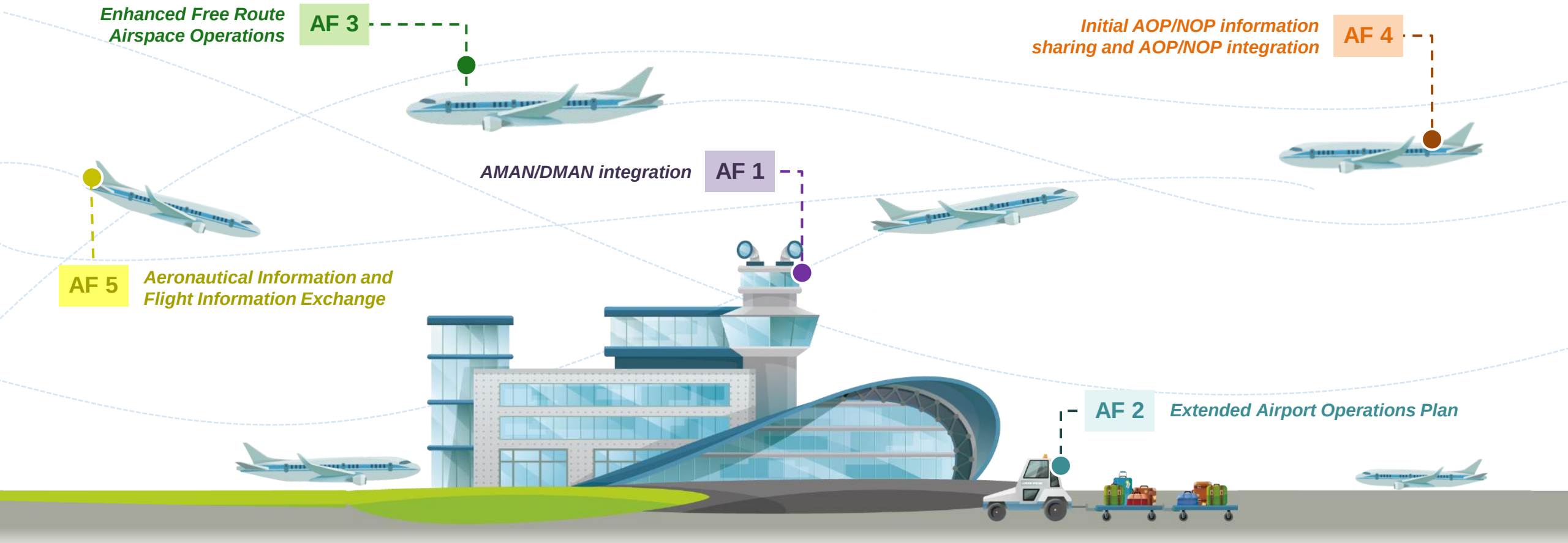
Common Project 1 topic

The main deployment priorities for CP1, as identified in the Call text

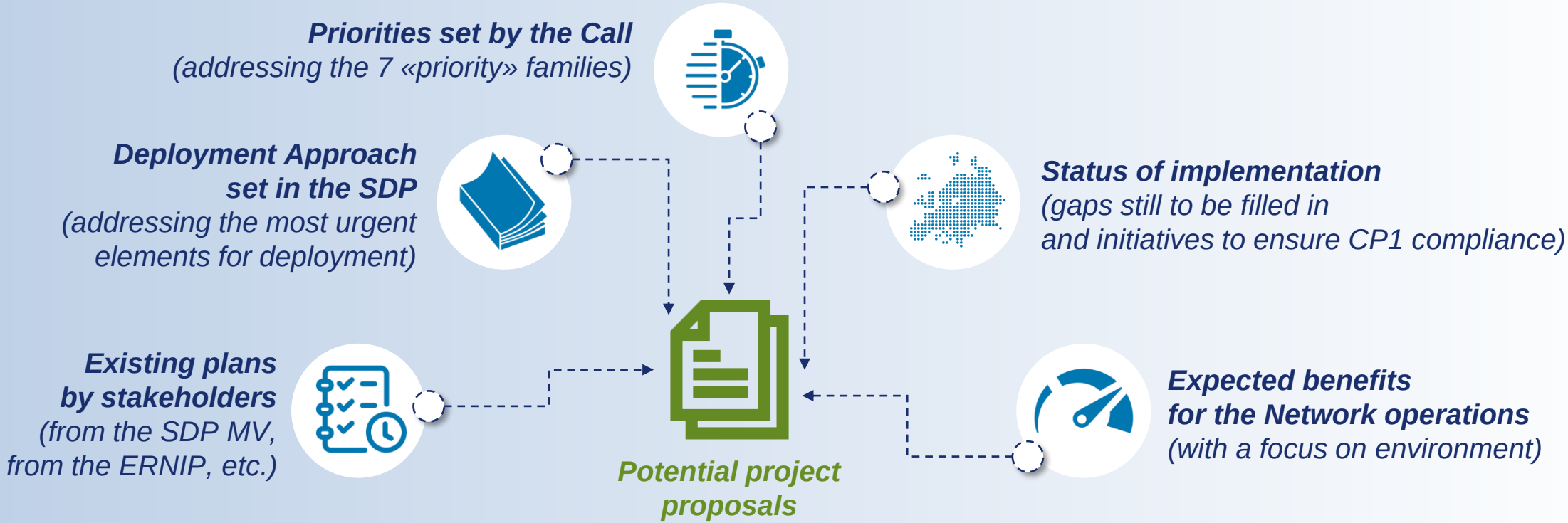
*"support the **timely and synchronised implementation of Common Project One** in accordance with the deployment approach defined in the **SESAR Deployment Programme**"*



Common Project 1 topic

Potential project proposals – the advice from SDM to operational stakeholders

*SDM has already identified **potential projects that could be submitted** in response to CP1 topic, matching the **objectives and priorities listed in the Call** and helping to **synchronise deployment** in Europe*



*These are to be intended as **initial suggestions and advice only** to operational stakeholders*

Common Project One topic

Cristian Pradera

ATM Modernisation Planning Coordinator
& dedicated Experts per AF

Common Project 1 topic

Defined priorities – AF1

Family 1.2.1 AMAN/DMAN Integration

Target date: December 2027

Integrated Arrival and Departure management aims at increasing airport and TMA throughput, resilience, and predictability by improved co-ordination between En-Route/Approach, local ATC and airports.

***DMAN** provides **optimum departure flow** based on information provided by airport operator, airlines, and ATC.*

*Similarly, **AMAN** calculates the **optimum arrival flow** to the airport.*

*Respecting AMAN and DMAN constraints, **allows for optimum utilisation of runway.***

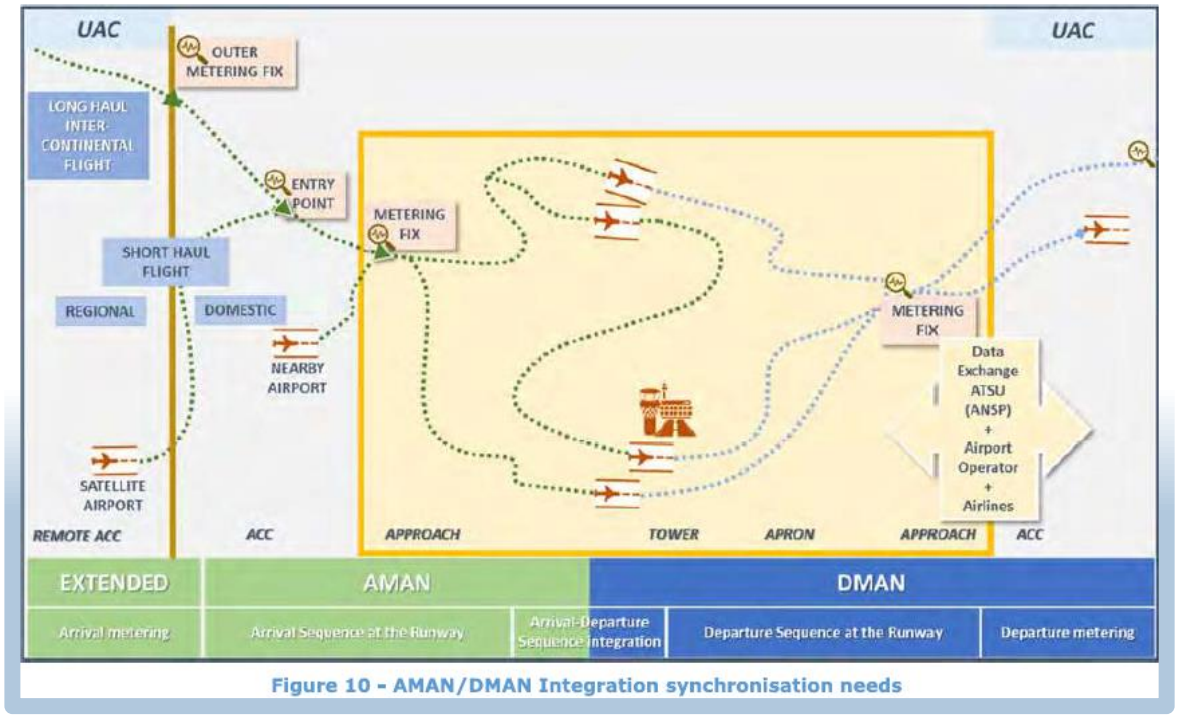


Figure 10 - AMAN/DMAN Integration synchronisation needs

AF 1 expert

Mukul Bhatnagar

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Common Project 1 topic

Potential project proposals – AF1

Family 1.2.1 AMAN/DMAN Integration: Objectives

Target date: December 2027

- *Implement **early and dynamic planning of arrival and departures flow synchronisation** in a 'look ahead' time horizon period, respecting constraints for optimum utilisation of runway in a user-friendly manner.*
- *Integration of departure and arrival flows achieved by **integrating existing AMAN and DMAN functions:***
  - ***DMAN** provides optimum departure sequence using accurate target take-off times (TTOTs) based on information provided by airport operator, airlines and ATC.*
  - ***AMAN** using accurate target landing times (TLDTs) calculates the optimum arrival sequence to the airport.*
- *Assisted by relevant **planning tools**, controllers (tower and approach) can optimise runway configuration and sequencing, while maintaining safety and human performance.*

Common Project 1 topic

Potential project proposals – AF1

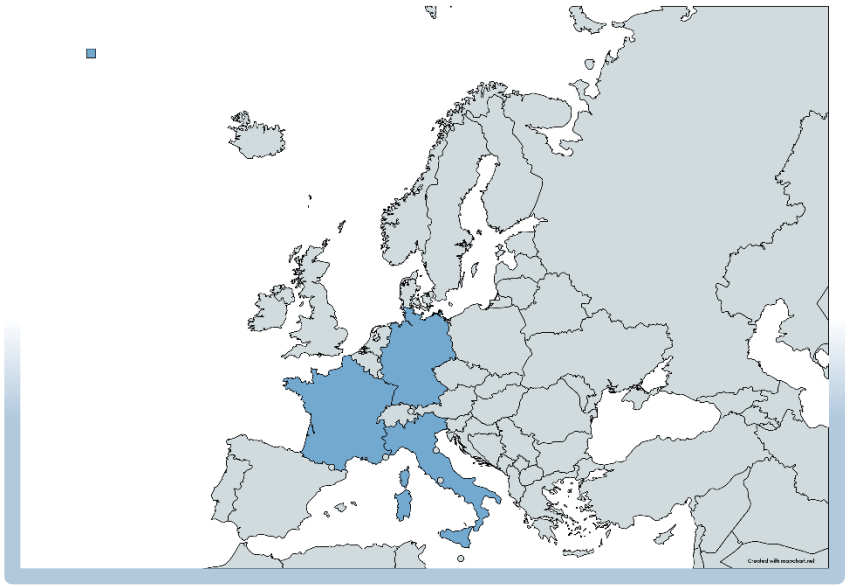
Family 1.2.1 AMAN/DMAN Integration: Geographical scope

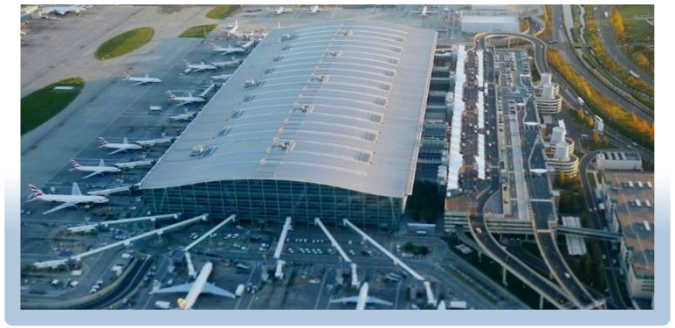
ANSP

- *DFS*
- *ENAV*
- *DSNA*

AIRPORTS

- *Berlin Brandenburg Airport*
- *Düsseldorf International*
- *Milan-Malpensa*
- *Paris-CDG*
- *Nice Cote d`Azur*





Common Project 1 topic

Potential project proposals – AF1

Family 1.2.1 AMAN/DMAN Integration: Technical content

Expected project milestones & Tasks of the project

ANSP/AO	
Task 1	***Definition / visualisation***
	DM1: *Couple AMAN and DMAN systems; and upgrade system to incorporate AMAN/DMAN information*
Task 2	***System and procedures upgrade/optimization***
	DM2: *Establish bilateral agreements* ***DM3:*** *Upgrade CWP to incorporate the information from integrated AMAN/DMAN*
Task 3	***Validation***
	DM4*: Safety assessment* ***DM5****: Training* ***DM6:*** *Actual implementation/operational use*

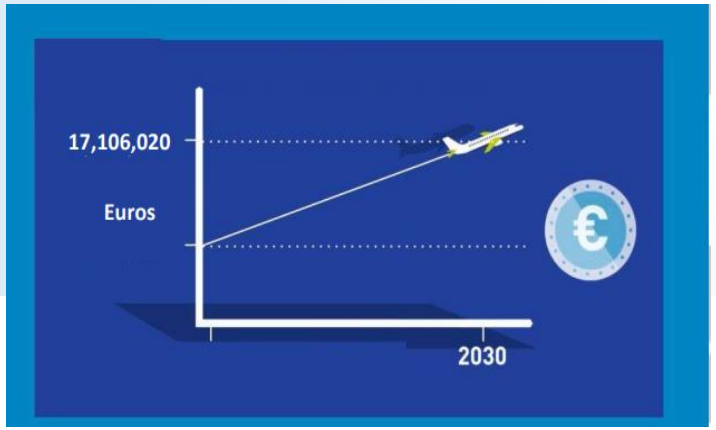
Common Project 1 topic

Potential project proposals – AF1

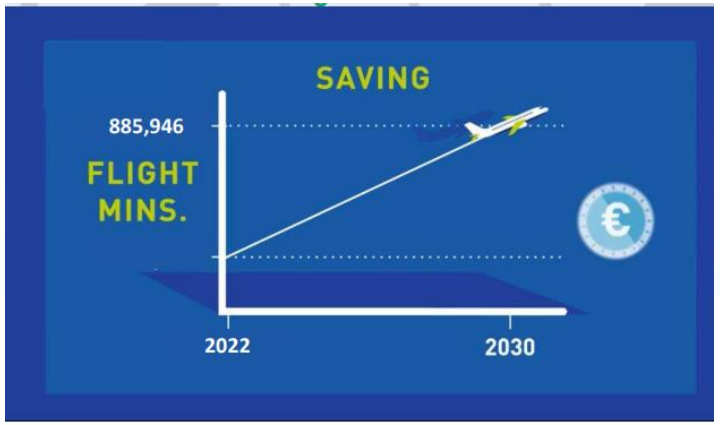
Family 1.2.1 AMAN/DMAN Integration: Performance benefits

- ***Predictability and Safety*** *(improved sequence stability)*
- ***Capacity*** *and* ***flight efficiency*** *(potential for reducing the overall delay)*
- ***Human performance*** *(efficient use of existing operational manpower and resources)*
- ***Cost efficiency***, ***noise*** *and* ***CO2*** *and* ***NOX*** *(optimal utilisation of available capacity to a larger degree in a variety of situations)*

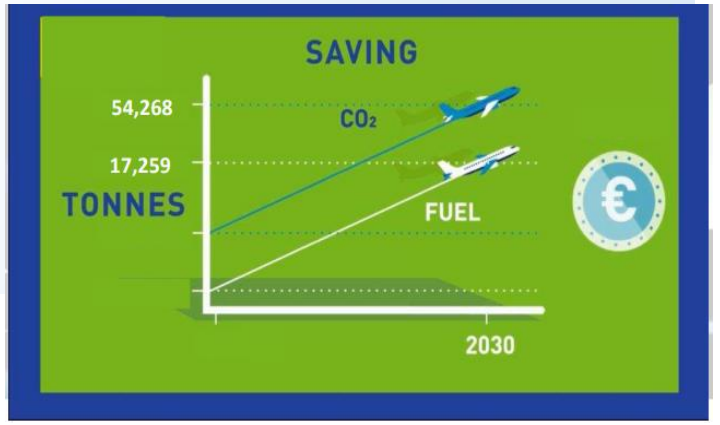
Cost Efficiency



Flight minutes



CO2 & Fuel



Q&A

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ATM Modernisation Planning Coordinator

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Common Project 1 topic

Defined priorities – AF2 and AF4

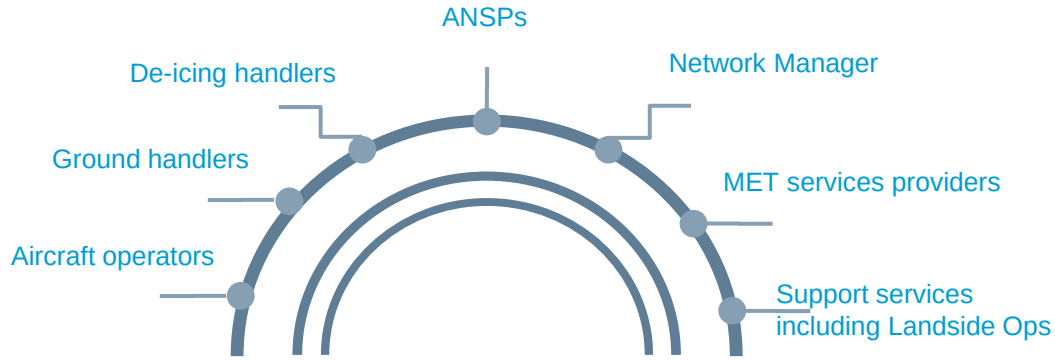
Family 2.2.2 Extended Airport Operations Plan

Airport Operations Plan (AOP) means a single, common, and collaboratively agreed rolling plan used by all involved airport stakeholders whose purpose is to provide common situational awareness and to form the basis upon which operational stakeholder decisions relating to process optimisation for operations can be made.

*The AOP shall make all the **information that is relevant for the network available to the NOP in real time**.*

*The AOP is the **principal source of information used and shared by all involved airport stakeholders**. It requires **individual stakeholders to make changes** within their own sphere of operations. These changes shall be **synchronised** in order to be consistent and provide common situational awareness.*

*The AOP **supports operations at airports** with an increased scope and **sharing of data between the airport and the Network Manager**, **building upon** the airport collaborative decision making (**A-CDM**) supporting systems.*



*The Extended AOP is a **rolling plan** containing data from multiple airport stakeholders **extending the data to the landside operation.***

The Extended AOP introduces the Steer, Monitor, Manage, and Post Operations analysis services.

This is a joint project between Airport Operators (& stakeholders) and NM

Common Project 1 topic

Defined priorities – AF2 and AF4

Families 4.2.2 & 4.4.1 Initial AOP/NOP Information Sharing & AOP/NOP Integration

As part of the evolution of processes and procedures, new data elements will be shared and also negotiated between AOP and NOP. These will have to be integrated in addition to the information that is shared in the iAOP-NOP exchange (Family 4.2.2).

The processes, procedures and underlying concepts for the creation and integration will have to be agreed upon and/or adapted.

This will apply to arrival planning information (e.g., TTO/TTA via API) as well as departure information (e.g., P-DPI based on airport capacity information) and enhanced management of capacities (e.g., diversion capabilities).

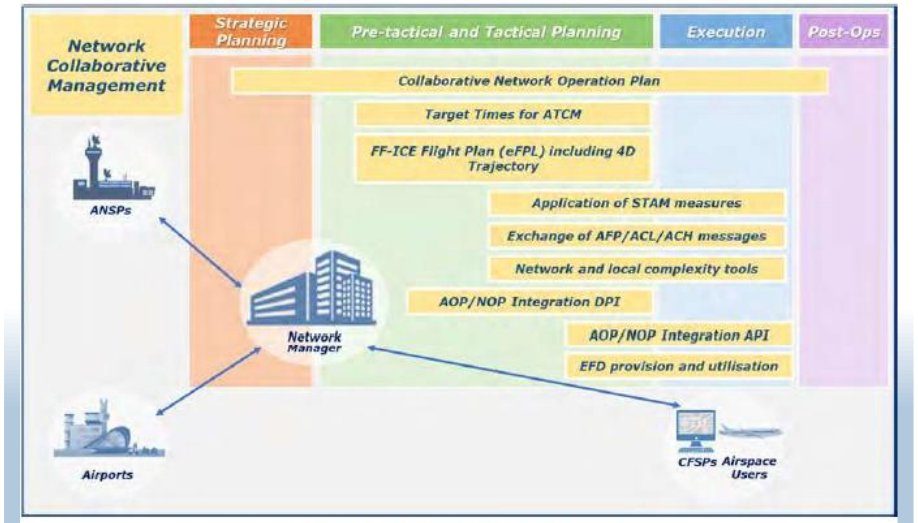


Figure 19 - AF4 synchronisation needs

AF 2 expert

Tim Robinson

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Common Project 1 topic

Potential project proposals – AF2 and AF4

Family 2.2.2 & 4.2.2 Extended AOP & Initial AOP/NOP Information Sharing: Objectives

- ***The specific objective of the project is to implement the Extended-AOP.***
- ***Implementing the Airport Operations Plan (AOP)*** *is a single, common, and collaboratively agreed rolling plan used by all involved airport stakeholders whose purpose is to provide common situational awareness and to form the basis upon which operational stakeholder decisions relating to process optimisation for operations can be made.*
- *The AOP* ***supports operations at airports with an increased scope*** *and* ***sharing of data between the airport and the Network Manager (NOP) in real time****, building upon the airport collaborative decision making (****A-CDM****) supporting systems.*
- *This is a joint project between Airport Operators (& stakeholders) and NM in order to synchronise the implementation of Families 2.2.2 & 4.2.2.*

Common Project 1 topic

Potential project proposals – AF2 and AF4

Family 2.2.2 & 4.2.2 Extended AOP & Initial AOP/NOP Information Sharing: Geographical scope

AIRPORTS

Helsinki

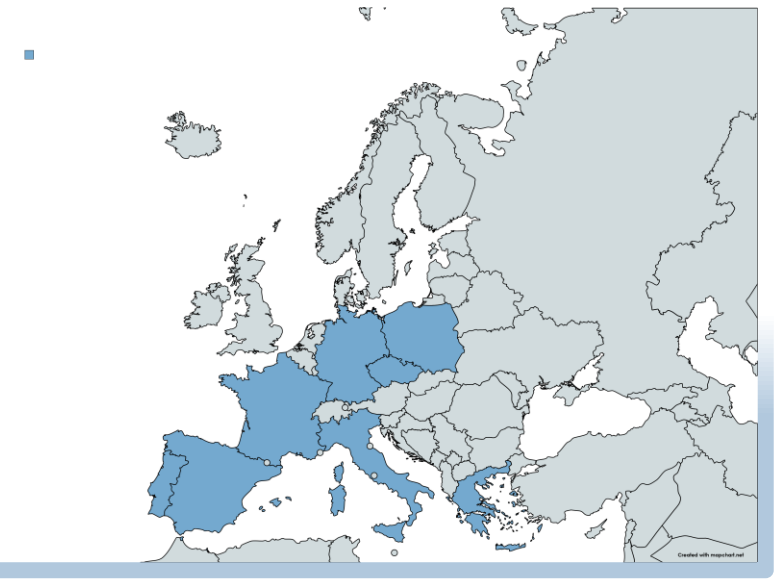
Prague (Lead Confirmed)

Pending airport approval

- *Athens Eleftherios Venizelos*
- *Hamburg*
- *Humberto Delgado Lisbon Airport*
- *Lyon Saint-Exupery*
- *Malaga Costa del Sol*
- *Milan- Linate*
- *Stuttgart*
- *Warsaw Chopin*

NM

Open for ANSPs to participate



Common Project 1 topic

Potential project proposals – AF2 and AF4

Family 2.2.2 & 4.2.2 Extended AOP & Initial AOP/NOP Information Sharing: Technical content

Line numbers	Actions and DMs	Contents	WPs	Comments
1	Pre-requisite actions	• Airport operators are encouraged to engage already with their local ANSP • Contact the contact point with the member state. • Assessment of the capability and robustness of the current IT infrastructure to accommodate phase 1 of AOP, using the ACI EUROPE ad-hoc documentation • Encourage the project owners to contact the finance department to explain the benefits of participating. • Develop an MoU between the local partners in the project. • Get the ACI iAOP documentation.	WP0	Start ASAP
2	iAOP DM1	iAOP Data/Operational elements implementation.	WP1	As per SDP 2022
3	E-AOP DM1	Extended AOP Data/Operational elements implementation.	WP2	As per SDP 2022
4	Family 4.2.2: NM DM1 & DM4	• NM DM1: Develop API and DPI operational requirements • NM DM4: Data validation	WP3	As per SDP 2022
5	Specific for this project DM	Approval of the infrastructure and the submission of the change of the functional system resulting from the implementation of the functionalities that are necessary for operational implementation.	WP4	As per SDP 2022

Q&A

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ATM Modernisation Planning Coordinator

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Common Project 1 topic

Defined priorities – AF3

Family 3.2.2 Enhanced Free Route Airspace operations

Target date: December 2025

This Family addresses the following three elements:

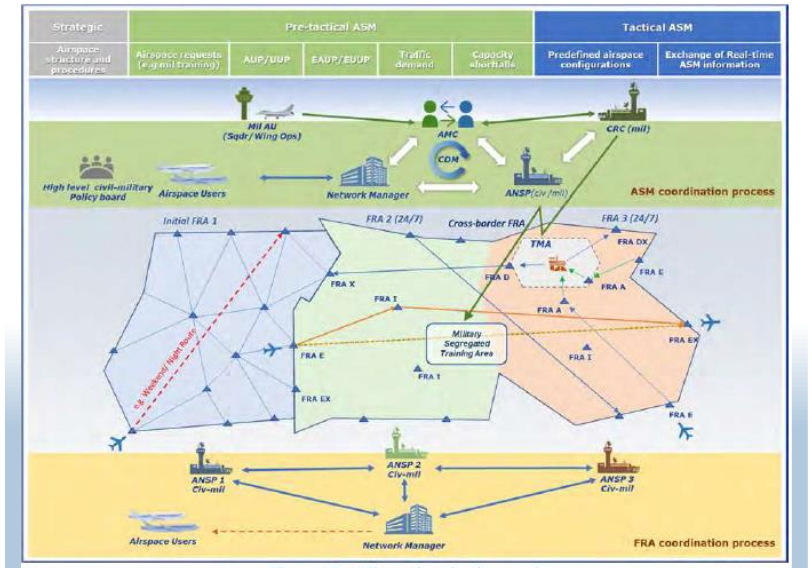

Figure 16 - AF3 synchronisation needs

Final FRA implementation

*The **Final FRA implementation** will eliminate the structural limitations that are permissible for Initial FRA in terms of timing limitations (night FRA, weekend FRA, seasonal FRA) and lateral and vertical limitations.*

RAD restrictions should be applied to the minimum extent possible where unlimited free route airspace operations would endanger airspace capacity (e.g., in high-density, complex airspaces).

Cross-border FRA implementation

***Cross-border FRA operations** provide further benefits of the FRA concept to Airspace Users. Cross-border FRA must be implemented with at least one neighbouring State. However, it should be considered by the implementing ANSPs, that maximum benefits for airspace users in terms of time, fuel and CO2 emissions savings will be achieved when cross-border FRA is implemented among all neighbouring states from the lowest mutual flight level upwards. For the time being, there are several cross-border FRA implementations, in some cases addressing the airspace controlled by several ANSPs within FAB and between FABs.*

FRA connectivity with TMAs

***FRA connectivity with TMAs** must be ensured by one of the following options:*

- *Lowering the FRA vertical limit until the TMAs upper vertical boundaries;*
- *Linking appropriate arrival/departures points;*
- *Defining FRA connecting routes;*
- *Extending the existing standard arrival and departure routes;*
- *Connecting with the underlying fixed ATS routes via a set of waypoints reflecting the typical climbing/descending profiles.*

AF 3 expert

Eva Lopez

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Common Project 1 topic

Defined priorities – AF3

Family 3.2.2 Enhanced Free Route Airspace operations: Objectives

Target date: December 2025

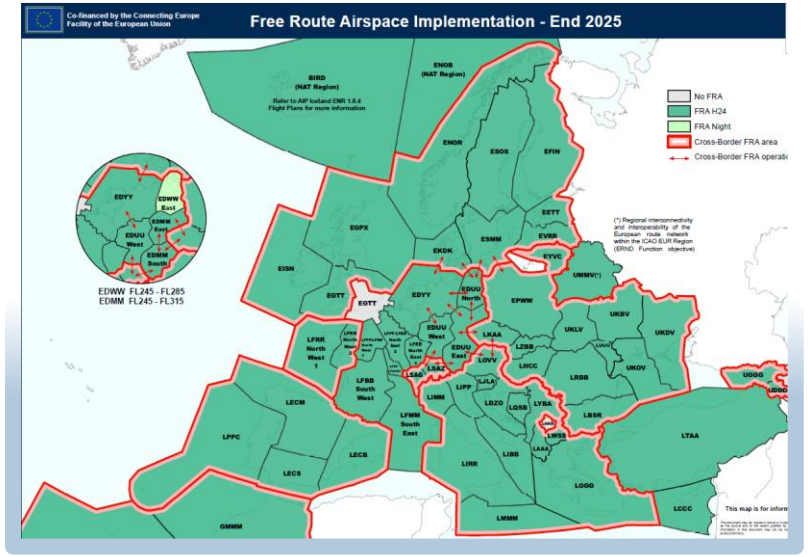
- *Implement **Free Route Airspace with no limitations, cross-border dimension and connectivity with TMAs** in a harmonised and synchronised way among ANSPs.*
  - *Eliminating **structural limitations:** in terms of timing, lateral and vertical limitations*
  - ***Cross-border:** implementing it with at least one neighbouring State*
  - ***TMA connectivity** through the implementation of one of the options described in SDP:*
    - *Lowering the FRA vertical limit until the TMAs upper vertical boundaries*
    - *Linking appropriate arrival/departures points,*
    - *Defining FRA connecting routes,*
    - *Extending the existing standard arrival and departure routes,*
    - *Connecting with the underlying fixed ATS routes via a set of waypoints reflecting the typical climbing/descending profiles.*

Common Project 1 topic

Potential project proposals – AF3

Family 3.2.2 Enhanced Free Route Airspace operations: Geographical scope

SWFAB FRA	SECSI-BlueMed FRA	BALTIC - SEE – CR FRA	French Cross-border FRA ops**
• NAV Portugal • ENAIRE	• ENAV • MATS • HCAA • Austro Control • Slovenia Control • Croatia Control • (ALBCONTROL) • (SMATSA) • (BHANSA)	• ON • PANSA • ANS CR • LPS SR… • HungaroControl • ROMATSA • BULATSA • (MOLDATSA) • [UkSATSE]	• DSNA • ENAIRE or • Skyguide or • NATS



**Projects should involve civil/military ANSPs as appropriate.*
Projects to be synchronized / coordinated among implementing partners, Airspace Users and NM
Cross border FRA at the lowest mutual FL (min. above FL305)

***to comply with CP1: "cross-border FRA between neighboring States"*

Common Project 1 topic

Potential project proposals – AF3

Family 3.2.2 Enhanced Free Route Airspace operations: Technical content

Expected project milestones

ANSPs	
DM1	***Implement Enhanced FRA process and procedures:*** • *Definition of Operational Concept* • *Definition of Operational procedures* • *Airspace structure (Entry / Exit points, RAD restrictions, etc.)* • *Fast Time Simulations for the definition of the new capacity values* • *Letters of Agreement* • *Publications*
DM2	***Implement Enhanced FRA system improvements:*** • *Connectivity: ATC-ATC systems* • *Data provisions for CFSP/AUs* • *Testing with NM / CFSP*
DM3	***Safety Assessment***
DM4	***Training***
DM5	***Operational use***

Involvement of the military

Depending on local environment, military involvement is encouraged.

SDM will coordinate the military involvement trough EDA

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Cristian Pradera
ATM Modernisation Planning Coordinator

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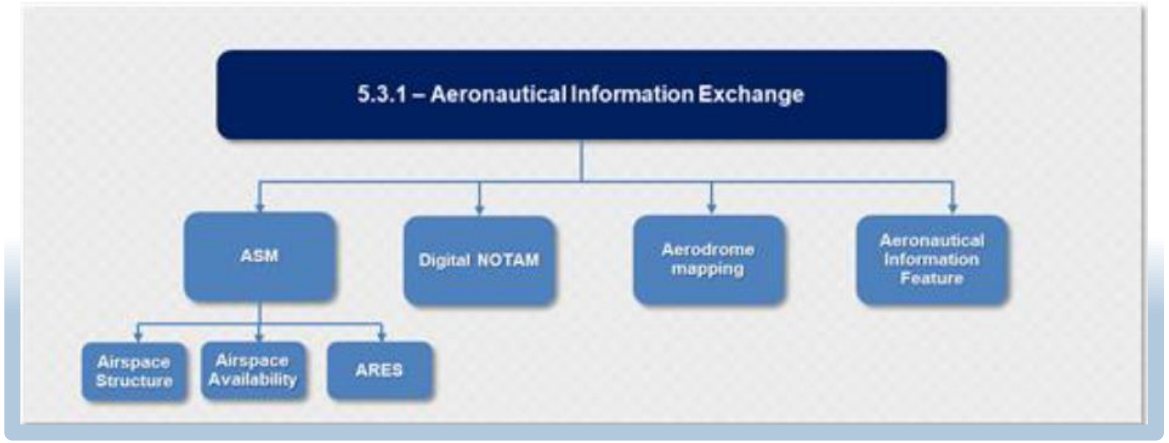
Common Project 1 topic

Defined priorities – AF5

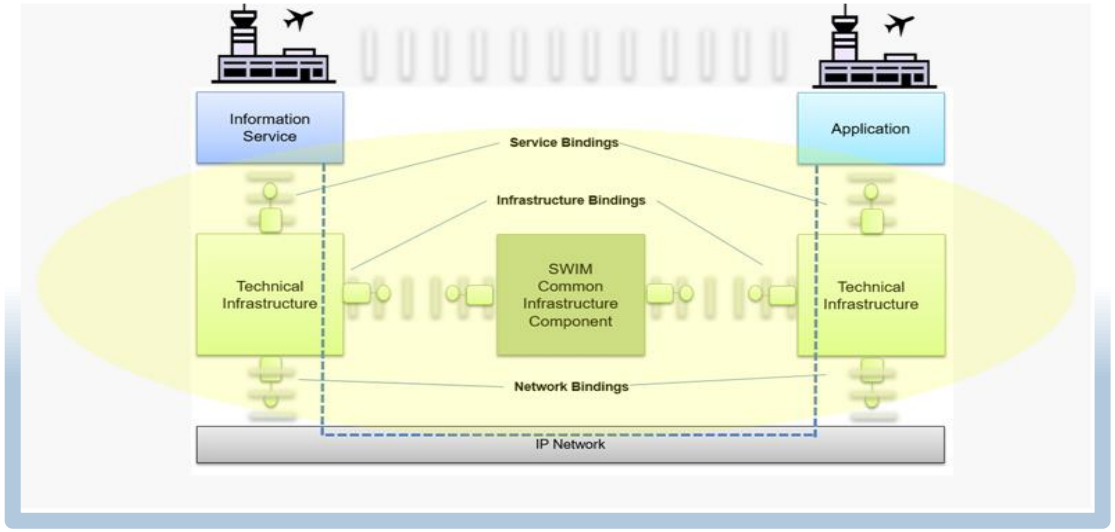
Family 5.3.1 Aeronautical Information Exchange

Target date: December 2025

The aim of this Family is upgrading or implementing systems to support the Aeronautical Information Exchange as a service provider and/or service consumer. The services shall be deployed in accordance with the SWIM requirements stated in the introduction section, as well as the system requirements provided in the section below.



Service provider **Service Consumer**



Common Project 1 topic

Defined priorities – AF5

Family 5.6.1 Flight Information Exchange

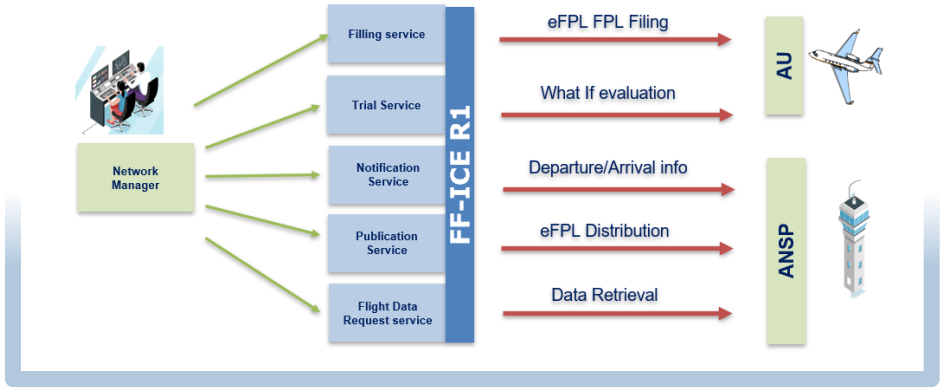
Target date: December 2025

This Family addresses the implementation of the FF-ICE/R1 services over SWIM that are required to exchange pre-departure flight information. Service implementations must be compliant with the applicable version of the FIXM standard.
This Family also addresses the deployment of SWIM services to support A-CDM, with specific regard to the exchange of departure information between the Network Manager (NM) and the airports (Departure Planning Information) and the publication of flight update information.

FF-ICE (Flight and Flow Information for a Collaborative Environment) constitutes the necessary framework for moving in the envisaged direction.

FF-ICE Release 1 (FF-ICE/R1) – together with its technological foundation (FIXM, Flight Information Exchange Model) and with relevant SWIM information services – addresses the exchange of enriched pre-departure flight information. Stakeholders' compliance with FF-ICE/R1 provisions provides additional support for the achievement of the objectives stated in AF1 to AF4.

Further FF-ICE releases will address the post-departure flight data exchanges and the aircraft feedback aspects respectively, in a natural evolution towards Trajectory Base Operations



Service	Service Provider	Service Consumer
Filling Service	NM	AU
Flight Data Request Service	NM	ANSP
Notification Service	NM	ANSP
Publication Service	NM	ANSP
Trial Service	NM	AU (Recommended)

AF 5 experts

Pedro Fernandez Sancho
Magnus Molbaek

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Common Project 1 topic

Potential project proposals – AF5

AF5 Proposed Projects Overview

Family 5.3.1 Aeronautical Information Exchange

- ***ACADIA Project:*** *Acceleration of Aeronautical Digital Information Availability*
  - *NM, ANSPs, AISPs, AOs*
- ***ASM-ASM & ASM-ATC:*** *Airspace availability, structure and Reservation*
  - *NM, ANSPs*

Family 5.6.1 Flight Information Exchange

- ***Filing service***
  - ***?, AUs***

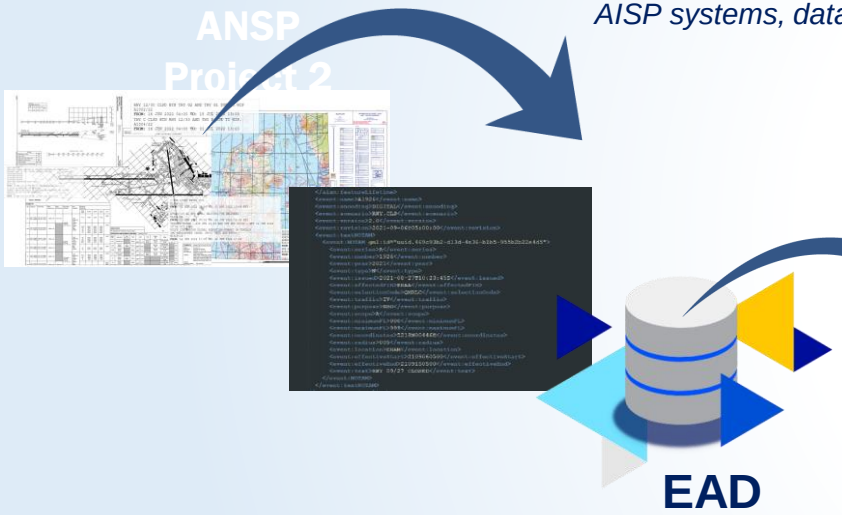
Common Project 1 topic

Potential project proposals – AF5

Family 5.3.1 Aeronautical Information Exchange: ACADIA Project Objectives

Target date: December 2025

Acceleration of Aeronautical Digital Information Availability



Aeronautical information available in a digital form

Digitalisation and data completeness efforts by AISP systems, data originators and EAD.

Aeronautical information exchanged via SWIM services

EAD and AISPs/ANSPs adapted to exchange aeronautical information over SWIM

***Objectives** are:*

- *The availability of digital aeronautical data by AISPs and its exchange with intended consumers (including ANSPs) via SWIM services*
- *The availability of digital aeronautical data by European AIS Database ('EAD') based on the upload of local data from AIS systems as required in AF 3.1.1 and its exchange based on SWIM services*

Common Project 1 topic

Potential project proposals – AF5

Family 5.3.1 Aeronautical Information Exchange: ACADIA Project Geographical scope

NM

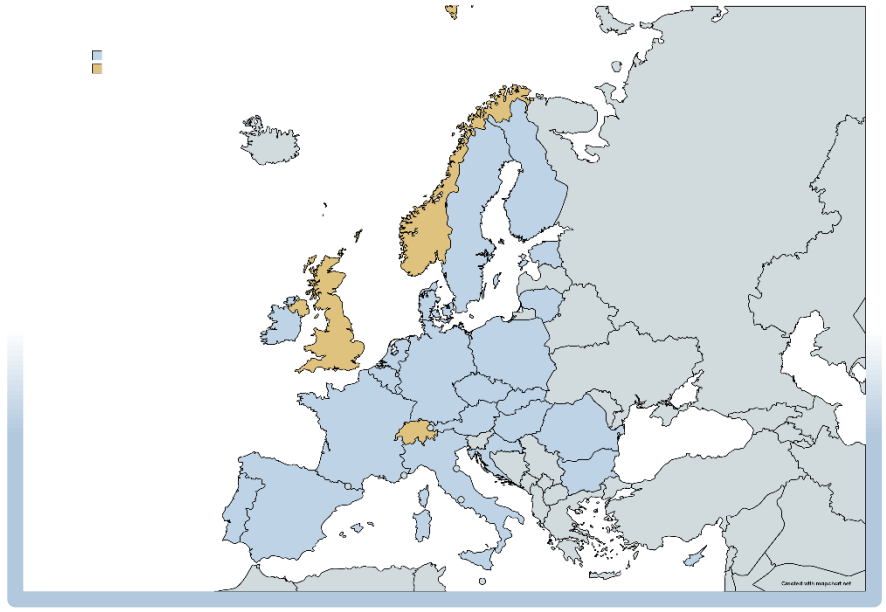
ANSP / AISP

AO

Project Coordinator

- Austria
- Belgium
- Bulgaria
- Czech Republic
- Croatia
- Cyprus
- Denmark
- Estonia
- Finland
- France
- Germany
- Greece
- Hungary
- Ireland
- Italy
- Latvia
- Lithuania
- Luxembourg
- Malta
- Netherlands
- Norway
- United Kingdom
- Poland
- Portugal
- Romania
- Sweden
- Slovakia
- Slovenia
- Spain
- Switzerland

- Adolfo Suarez Madrid – Barajas
- Amsterdam Schiphol
- Barcelona El Prat
- Berlin Brandenburg
- Brussels
- Copenhagen
- Dublin
- Dusseldorf
- Frankfurt
- Munich
- Nice
- Palma De Mallorca
- Paris CDG
- Paris Orly
- Rome Fiumicino
- Stockholm Arlanda
- Vienna Schwechat



Common Project 1 topic

Potential project proposals – AF5

Family 5.3.1 Aeronautical Information Exchange: ACADIA Project Technical content

5.3.1 Aeronautical Information Exchange

Expected project milestones

AISPs		
DM1	*Digital NOTAM Service*	*Provide Digital NOTAM Service*
DM1	*Digital Aerodrome Mapping Information service*	*Provide aerodrome Mapping information service*
DM1	*Aeronautical Information Features Exchange*	*Provide aeronautical information features service*
ANSPs		
DM1	*Digital NOTAM Service*	*Consume Digital NOTAM Service*
DM2	*Digital NOTAM Service*	*Operational use*
DM1	*Aeronautical Information Features Exchange*	*Consume aeronautical information features service*
DM2	*Aeronautical Information Features Exchange*	*Operational use*

3.1.1 Flexible use of airspace and Free Route management

AF3 requirements

EAD	
	Provide environment data for European FRA
AISPs	
	Upload local data to EAD

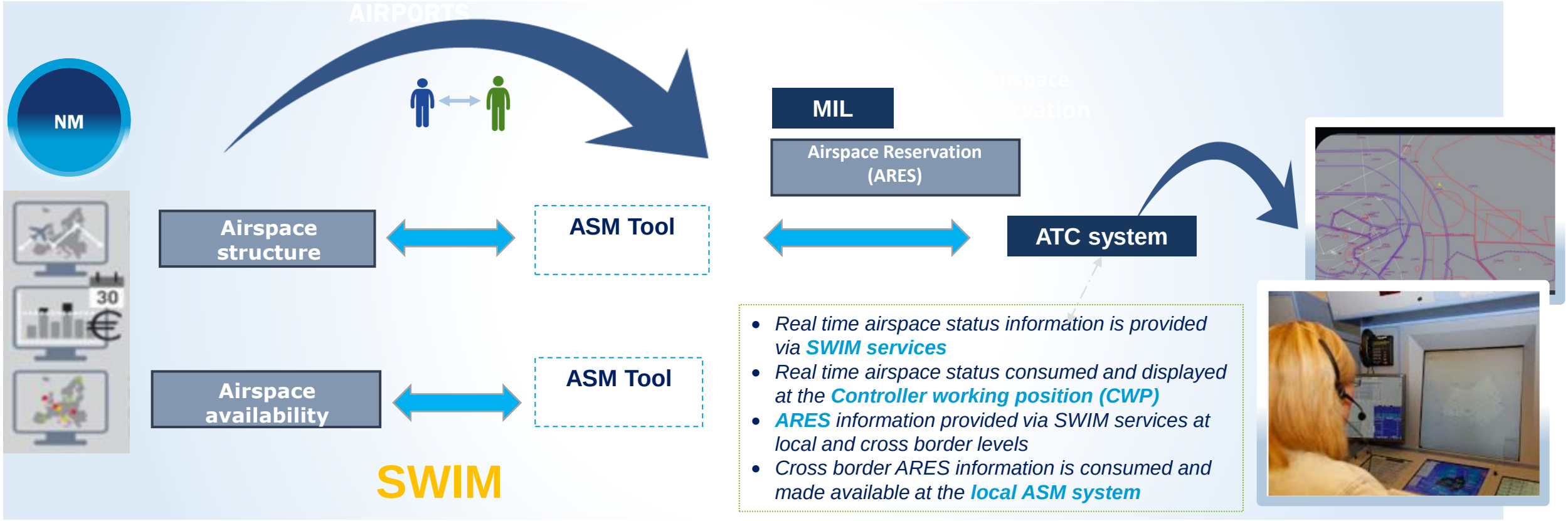
Common Project 1 topic

Potential project proposals – AF5

Family 5.3.1 Aeronautical Information Exchange: ASM-ASM & ASM-ATC Objectives

Target date: December 2025

Airspace availability, structure and Reservation



Common Project 1 topic

Potential project proposals – AF5

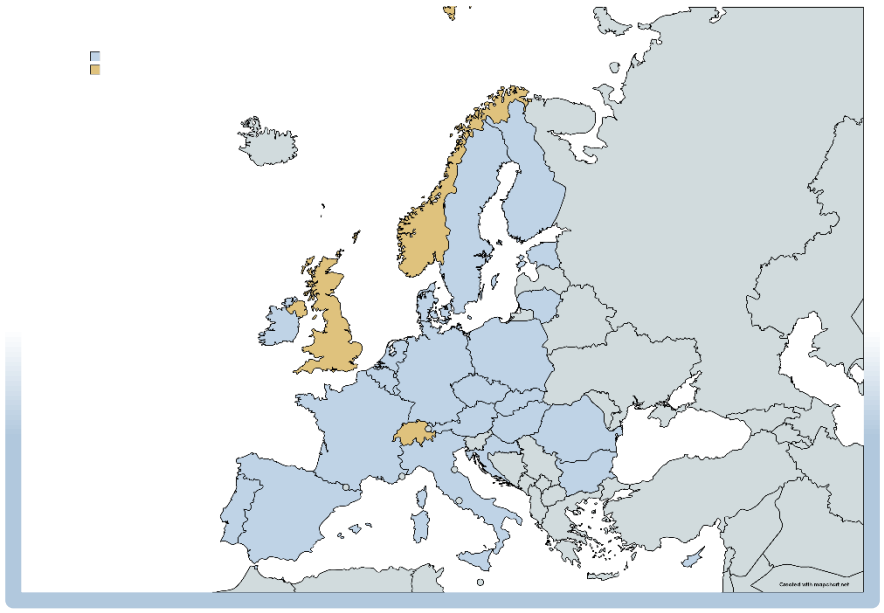
Family 5.3.1 Aeronautical Information Exchange: ASM-ASM & ASM-ATC Geographical scope

NM

Project Coordinator

ANSP

- Austria
- Belgium
- Bulgaria
- Czech Republic
- Croatia
- Cyprus
- Denmark
- Estonia
- Finland
- France
- Germany
- Hungary
- Greece
- Latvia
- Ireland
- Italy
- Lithuania
- Luxembourg
- Malta
- Netherlands
- Norway
- United Kingdom
- Poland
- Portugal
- Romania
- Sweden
- Slovakia
- Slovenia
- Spain
- Switzerland



Common Project 1 topic

Potential project proposals – AF5

Family 5.3.1 Aeronautical Information Exchange: ASM-ASM & ASM-ATC Technical content

5.3.1 Aeronautical Information Exchange

Expected project milestones

ANSPs		
DM1	*Airspace Structure Service*	*Adapt local system to use NM airspace structure service*
DM2	*Airspace Structure Service*	*Use NM Structure Service in Operations*
DM1	*Airspace Availability Service*	*Adapt/Implement ASM system to provide the AUP/UUP to NM*
DM1	*ARES*	*Adapt/Implement ASM system to provide ARES information to Local civil/military stakeholders*
DM2	*ARES*	*Publish Ares in SWIM Registry*
DM3	*ARES*	*Consume ARES Information*
DM4	*ARES*	*Operational Use*

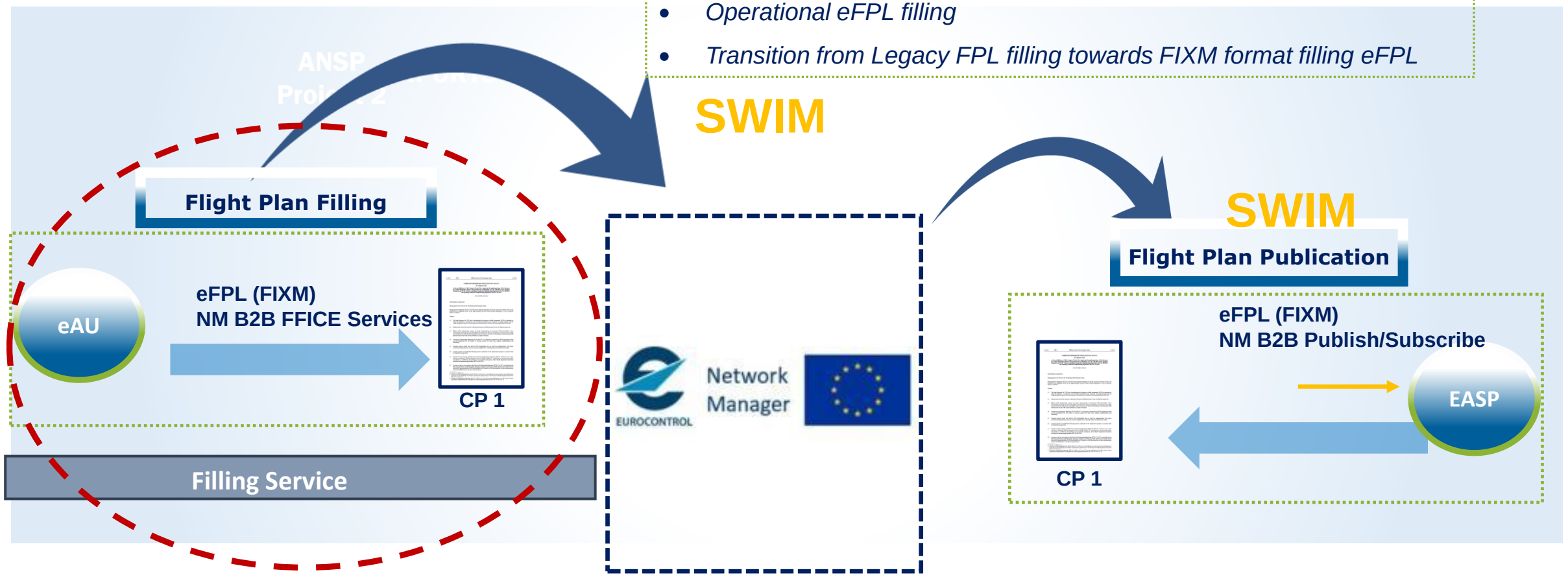
Common Project 1 topic

Potential project proposals – AF5

Family 5.6.1 Flight Information Exchanges: Filling Service Project Objectives

Target date: December 2025

- *Update AU Flight planning system to the capability of filling eFPLs*
- *Operational eFPL filling*
- *Transition from Legacy FPL filling towards FIXM format filling eFPL*



Family 5.6.1 Flight Information Exchanges: Filling Service Project Technical content

5.6.1 Flight Information Exchanges

Expected project milestones

AUs	
DM1 **Consume the NM FF-ICE/R1 Filing Service**	*The AU system is upgraded to be able to use the NM FF-ICE/R1 Filing Service for the submission of eFPLs and any updates to NM.*
DM2 **Operational use**	*The system is used to support daily operations once the systems have been implemented, the procedures are in place, capability assessment has been delivered, and the training has been completed.*

Common Project 1 topic

Potential project proposals – AF5

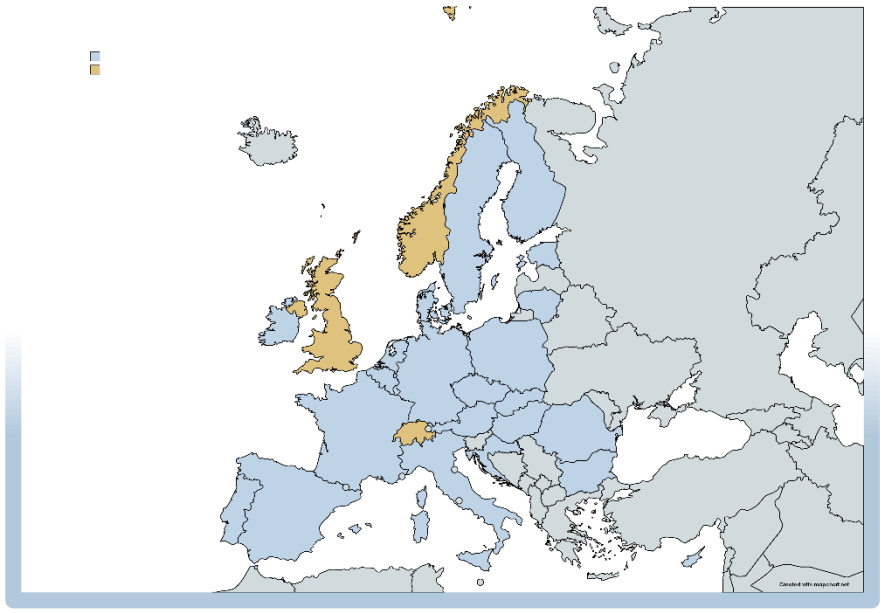
Family 5.6.1 Flight Information Exchanges: Filling Service Project Geographical scope

?

AUs

Project Coordinator

All the AUs with their AOC located within EU including third country operators that are flying in the NM area require the same compatibility to ensure the interoperability with the European network as stipulated in the EATMN definition (similar to operational mandates for DLS, ADS-B…).



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Other SESAR Projects topic

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ATM Modernisation Planning Coordinator

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Other Projects topic

The main deployment priorities for other SESAR projects, as identified in the Call text

*"projects that implement **Communications, Navigation and Surveillance (CNS) ground and airborne infrastructure**, route and procedures that are not addressed by the CP1"*

Performance Based Navigation

Adoption** of **SIDs and STARs** using PBN specifications and **optimization** of **TMAs airspace

*Equipping **aircraft** with **SBAS-capable avionics***

*Rationalizing the **ground navigation infrastructure***

Surveillance

*Synchronised **evolution of airborne and ground surveillance infrastructure***

*Adopt **new types of ground surveillance** to enable **decommissioning of the existing radar infrastructure***

*Equipping **avionics with ADS-B** or equivalent performance for **military and General Aviation***

Datalink Services

***Avionics updates** to resolve interoperability issues*

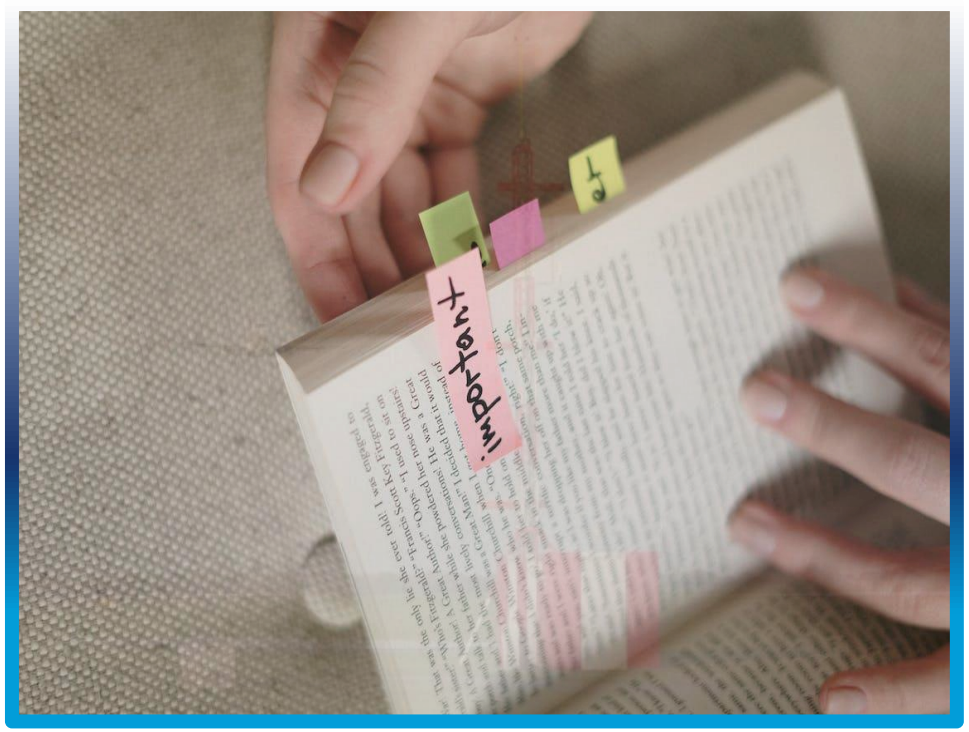
*Enable Airspace Users to take **full advantage of operational datalink services** without any restriction*

*Setup of a **single proposal** that covers several aircraft operators*

Other Projects topic

Main elements

Important to consider:



Priority will be given to:

- *Group of AU, ANSP operating within the same local environment*

  AU may be diverse – include multiple types/groups of AU

- *Projects that also cover the (non-funded) decommissioning of legacy surveillance infrastructure*

Any required involvement of an NSA (certification/approvals) must have an own milestone:

- *"Required" as in required for operations*

No funding if:

- *Under another past mandate deadline**
- *Costs incurred beyond a future mandate deadline (e.g., 2030 for PBN IR)*

Funding ceilings:

- ***50% for AU***
- ***30% Ground** + **10% additional** awarded for A/G synchronisation*
- ***+ 10% additional** awarded for including decommissioning plan*
- ***70%** outermost regions*

The larger the grouping /consortium, the better

PBN & ADS-B expert

Jan Stibor

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Other Projects topic

NAV domain

NAV Priorities (ref PBN IR 2018/1048)

PBN IR deadlines 2024 and 2030:

- *RNP ACH with 3 lines of minima (consider the caveats)*
- *RNAV 1 SID/STAR (or RNP1)*
- *RNAV 5 ATS Routes*
- *ATS and terminal routes for Rotorcraft – RNAV 1/RNP 1/RNP 0.3*

Focus on Native PBN TMA design (as opposed to overlays):

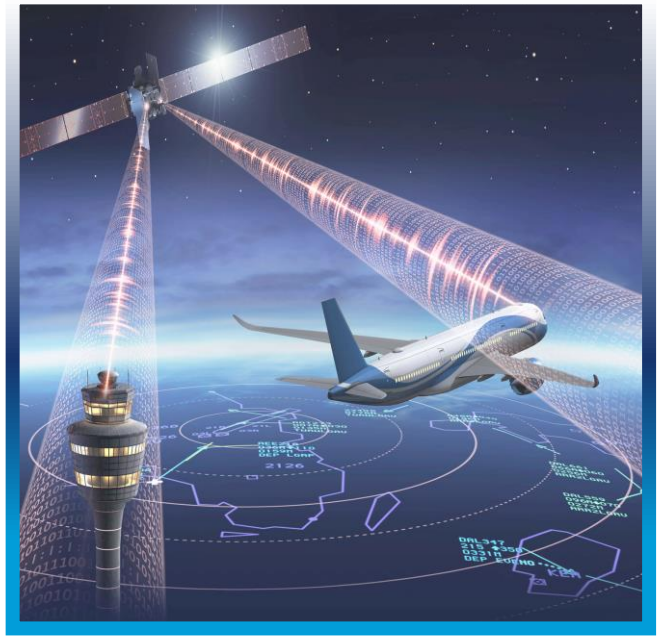
- *Improve efficiency/noise*
- *Reduce vectoring*

SBAS avionics

May include rationalization of NAVAIDs though not eligible for funding:

- *Include as a separate milestone*

AU + ANSP



Other Projects topic
SUR domain

SUR Priorities (ref SPI IR 1207/2011)

- *Focus primarily on ADS-B capable sensors,*
  even better if it enables a decommissioning of MSSR
- *Radar decommissioning not eligible for funding*
  but include it as a separate milestone
- *ADS-B Out avionics or equivalent performance*

AU must be exempted from SPI IR -> MIL + GenAv
(specifically, <5,7t MTOW and cruise speed <250 kts)

AU + ANSP

DLS expert

Nikos Fistas

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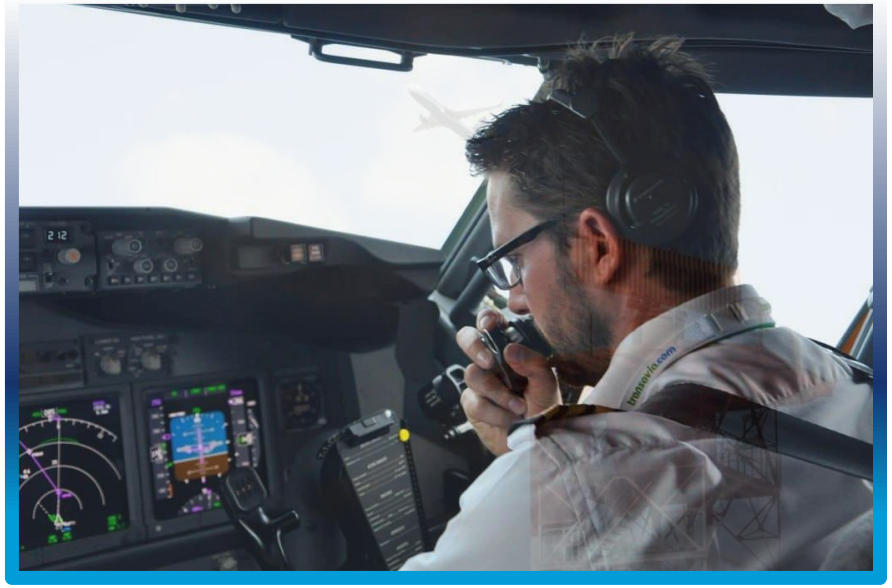
CNS SCOPE OUTSIDE OF CP1

COM Priorities (ref DLS IR 29/2009) – Datalink Equipment Upgrades

- **WHAT:** fund upgrades of datalink avionics equipment not performing satisfactorily
- **WHY:** such avionics degrade overall Datalink performance, affect negatively user experience and trust building and may also be excluded from CPDLC in certain airspaces (Logon List)
- **Eligibility:**
  - VDF deafness issue on RC VDR, see EASA SIB 2021-01
  - DSG list of deployment actions for operators
    - Currently 15 (see next slide), additional in DSG/9
  - Others as required to remove restrictions to DLS use (logon list)
- Applicant shall substantiate interoperability with ANSP/CSP systems.
- Coordinated multi-party proposals are encouraged

AU ONLY



CNS SCOPE OUTSIDE OF CP1

COM Priorities: Avionics identified in Deployment Actions – slide under

- Airbus, Boeing, Embraer and other a/c
- Radios VDR:
  - Collins VHF-920, 2100 and 4000
  - HW RTA-44D
- Router (CMU, ATSU, ACR)
  - HW Mark2+
  - Collins 900
  - ATSU CSB before 8.3
  - ACR (380) CLR 4.2
  - ACR (350) CLV 1.4
- Integrated equipment
  - DLINK+
  - Unilink
  - EPIC
- ???...

Datalink Deployment Actions
Recommendations/ Advice for Aircraft Operators – September 2022

Action	Who	Description	Comments	Due Date
DSG6 Deployment Action 1	Operators of aircraft equipped with Collins VDRs	Operators with Collins VDRs VHF-920, 2100 and 4000 to update Collins VDRs to fix the VDR deafness issue in accordance with EASA-SIB-2021-01 to address CRO-775 and CRO-914.		ASAP
DSG6 Deployment Action 2	Operators of Boeing aircraft equipped with Honeywell RTA-44D VDRs	Operators with Honeywell RTA-44D VDRs on Boeing Aircraft to update Honeywell RTA-44D VDRs to fix the VDR Qc issue on Boeing Aircraft; for B717 Aircraft, update to PNs 064-50000-2032/998-2886-504 and 064-50000-2001/998-2858-504 for all other Boeing Aircraft to address CRO-776.		ASAP
DSG6 Deployment Action 3	Operators of Airbus aircraft equipped with Honeywell RTA-44D VDRs	Operators with Honeywell RTA-44D VDRs on Airbus Aircraft to update Honeywell RTA-44D VDRs to fix the VDR Qc issue on Airbus Aircraft; by updating to PN 064-50000-2052/998-2887-504 to address CRO-776.		ASAP
DSG6 Deployment Action 4	Operators of A320 Airbus aircraft using the ATSU CSB standard.	Operators using Airbus ATSU CSB Standard to update Airbus ATSU from CSB versions earlier than CSB8.3 FANS-B+ to a more recent CSB Standard to address CRO-779, CRO-414 and CRO-48.	ATSU CSB9.4 version available. Please contact Airbus for guidance on upgrading and information on available service bulletins	ASAP
DSG6 Deployment Action 5	Operators of A380 Airbus aircraft using the ACR standard.	Operators using the A380 Aircraft to update Airbus ACR on the A380 Aircraft to the CLA4.2 version to address CRO-499 and CRO-713.		ASAP
DSG6 Deployment Action 6	Operators of A350 Airbus aircraft using the ACR standard.	Operators using the A350 Aircraft to update Airbus ACR on the A350 Aircraft to the CLV1.4 version to address CRO-499 and CRO-713.		ASAP
DSG6 Deployment Action 7	Operators of aircraft equipped with Honeywell Mark2+ CMU	Operators using the Honeywell Mark2+ CMU to update Honeywell Mark2+ CMU versions earlier than 998-6063-522 to 998-6063-523 and later versions to address CRO-783 and CRO-592.	Version 998-6063-524 will offer improved handoff logic (addressing also CRO-870)	ASAP
DSG6 Deployment Action 8	Operators of aircraft equipped with Collins CMU-900	Operators using the Collins CMU-900 to update Collins CMU-900 versions earlier than 815-5679-505 to update to 815-5679-505 or later when available to address CRO-301.		ASAP
DSG7 Deployment Action 37	Operators of B777 aircraft	Operators with B777 aircraft to update their fleet to V17C Service Bulletin		ASAP
DSG7 Deployment Action 38	Operators of A320 NEO aircraft	Operators with the A320 NEO to update to new version of ACMS software to fix CRO-951 issue	Awaiting for Airbus to confirm ACMS versions	ASAP

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Lunch *Break*

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Performance
Aspects

Ralph Schwarzendahl
Head of Performance and CBA

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Performance aspects

Each Applicant shall provide SDM with the following information through their IP proposal :

- *(Mandatory)* ***Detailed costs*** *(in STAR Tool)*
- *(Mandatory)* ***Qualitative benefits*** *(~1 page)**:***
  - ✓ *Benefit mechanisms*
  - ✓ *Key Performance Areas (KPAs) involved: Capacity/Flight Efficiency/Environment/Cost Efficiency/Safety*
  - ✓ *(If possible) Key Performance Indicators (KPIs) involved: ATFM delay/ASMA time/Nautical Miles/ANS productivity etc.*
- *(If possible)* ***Quantitative benefits*** *(Tables): saved minutes/ fuel tons /CO_2 tons /operating costs...*

Based on this information:

- *SDM will support & produce arguments feeding the Award Criteria (e.g., Excel files)*
- *Priority & Urgency / Maturity / Quality / Impact / Catalytic effect*

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Preparing your Proposal: *Process, Structure, Roadmap*

Gaia Basile
Senior SGA Execution Expert

sesar DEPLOYMENT MANAGER

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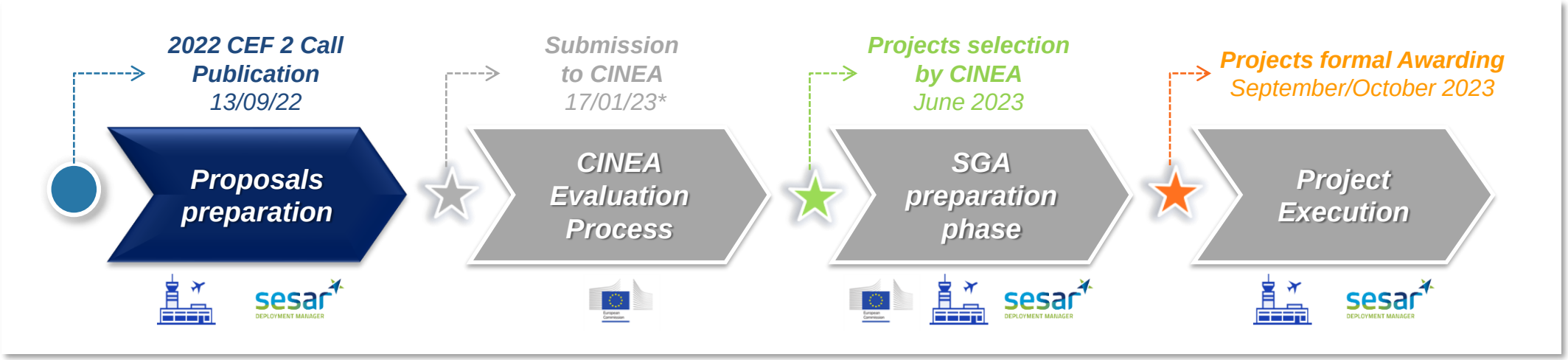
SDM Coordinated processes

From Call proposal preparation to execution

During the call preparation, SDM

1. ***Involves potential Applicants** on a very early stage;*
2. ***Coordinates, assists and advise Applicants** during the preparation of their proposal(s) in response to the CEF 2 Transport call to ensure their compliance with CEF 2 Call deadlines, SESAR Deployment Programme, priorities of this call, eligibility and evaluation criteria set by CINEA*
3. ***Assess the completeness** of the application and if it addresses all formal and technical requirements set in the call;*
4. ***Drafts the technical proposal** to best support Applicants;*
5. ***Submits** the whole batch of documentation to Applicants for approval and to MSs for comments;*
6. ***Uploads the proposal** into Portal Submission System and **officially submits** the approved and certified batch **to CINEA.***



* One day before the expected date for submission 18/01/2023

Chart Key Applicants | SDM | CINEA

Katerina Gautier

SGA Execution & Financial Expert

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SDM Coordinated processes

Proposal Structure

- ✓ *In order to properly elaborate the responses **to the 2022 CEF 2 Transport call for proposals**, each Applicant shall provide SDM with all required information (technical, financial and administrative) in line with call text provision;*
- ✓ ***SDM acts as Coordinator** and is responsible for drafting and finalizing the full batch of documentation (Parts A, B, supporting documents), required by CINEA, on the basis of the information provided by each Applicant;*
- ✓ *SDM is responsible for the **official submission** of the consolidated, approved and endorsed by Member States (MSs) **proposal(s)***

SDM Coordinated processes

Proposal Structure – Part A

- ✓ ***Automatically generated by the system**, based on the information inserted by SDM in the Portal Submission System*
- ✓ *Contains **structured administrative information about participants** and the **summarized budget for the project***
- ✓ ***Registration** in the Portal Submission System = EU Funding & Tenders Portal*
- ✓ *SDM is responsible to **collect/assess administrative documents and MSs support letters***

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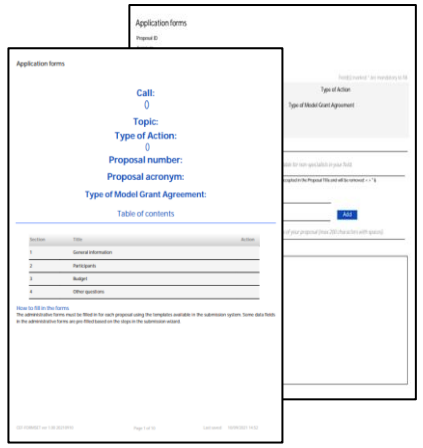

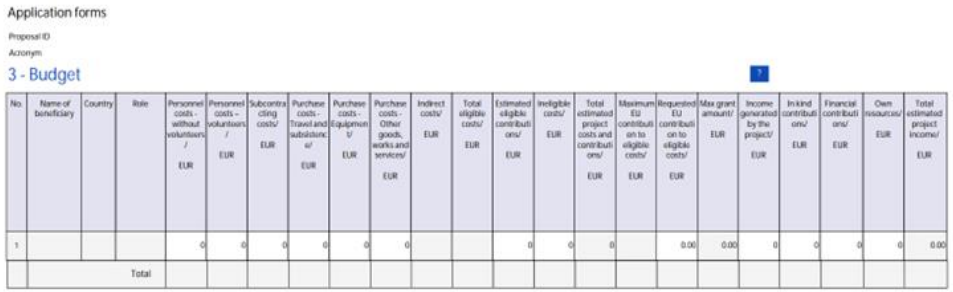

*To allow the creation, consolidation of the proposal(s), it is **mandatory that all Applicants organisations are registered and validated to the e-Grants portal**, where they will be asked to provide relevant documentation.*

*All necessary steps are reported at the following link: **https://webgate.ec.europa.eu/funding-tenders-opportunities/display/OM/Online+Manual***

SDM Coordinated processes

Proposal Structure – Supporting Documents

ANNEXES

Applicants

Supporting Documents

1 ***Detailed budget table*** *per WP/calculator*

Detailed Budget table per WP

2 ***Timetable/Gantt*** *chart*

Timetable_Gantt

3 ***Environmental compliance*** *file*

Enviromental Compliance file

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Elaborated by SDM *based on the information provided by Applicants through their IP proposal(s)*

4 ***Letter of support / MS agreement***

MS Agreement

Member States *need to* ***approve the Applicants participation*** *through the signature of the relevant letter*

5 ***Authorisation to act*** *on behalf of Applicants*

CEF2 Mandate to SDIP template

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All templates are ***provided by SDM***

Applicants just need to sign them

6 ***Grounds for exclusion (TBD)***

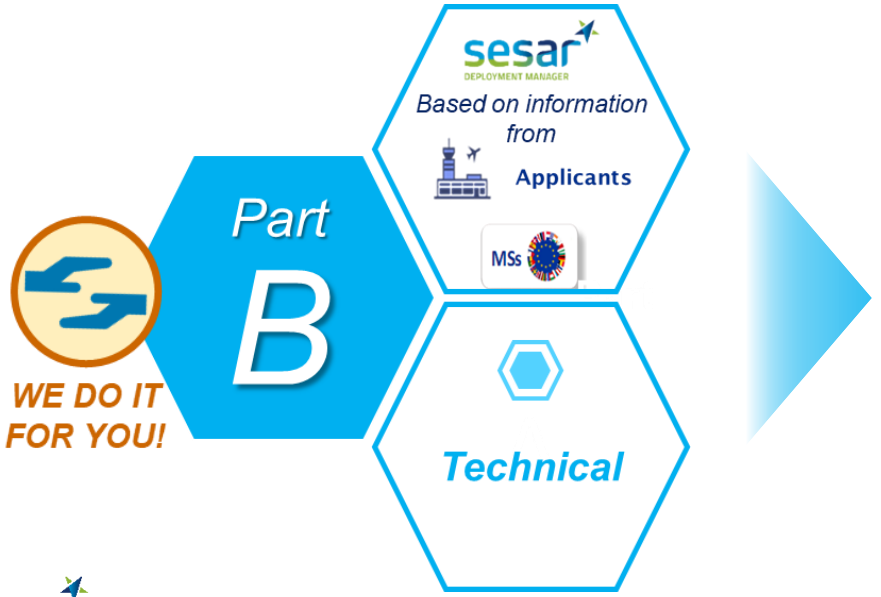
7 ***Activity report*** *of last year &* ***List of previous projects*** *(key projects for the last 4 years)*

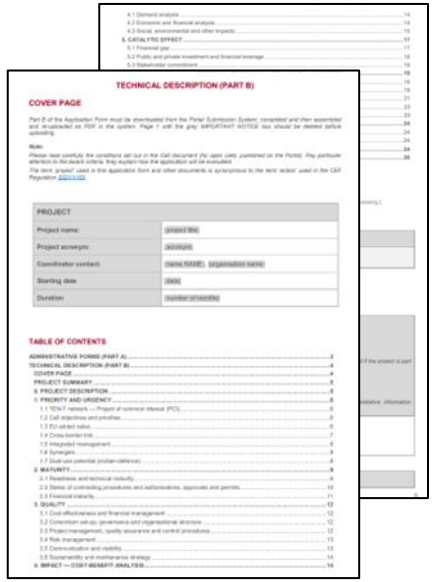
CEF1 beneficiaries*, public bodies, MSs and international organisations are* ***exempted***

SDM Coordinated processes

Proposal Structure – Part B

- ✓ *Contains the **technical description of the projects** with the planned activities, work packages, costs, milestones, deliverables, etc.;*
- ✓ *Needs **to be prepared in advance** (using template downloaded by the Coordinator from the system);*
- ✓ ***All participants will contribute** to this part through the provision of their IP Proposal(s) in STAR, but **it's the Coordinator who must finalize and submit the application**;*
- ✓ *Can **include Annexes and supporting documents** if required;*
- ✓ *Please note that only **the Coordinator is responsible to upload files** for the Part B.*





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SDM writes the Action proposal(s)

*Applicants are **strongly invited to follow CINEA and SDM recommendations** and **comply with the deadlines** provided when drafting their IP proposals*

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Ramón Raposo

Monitoring and Execution Coordinator

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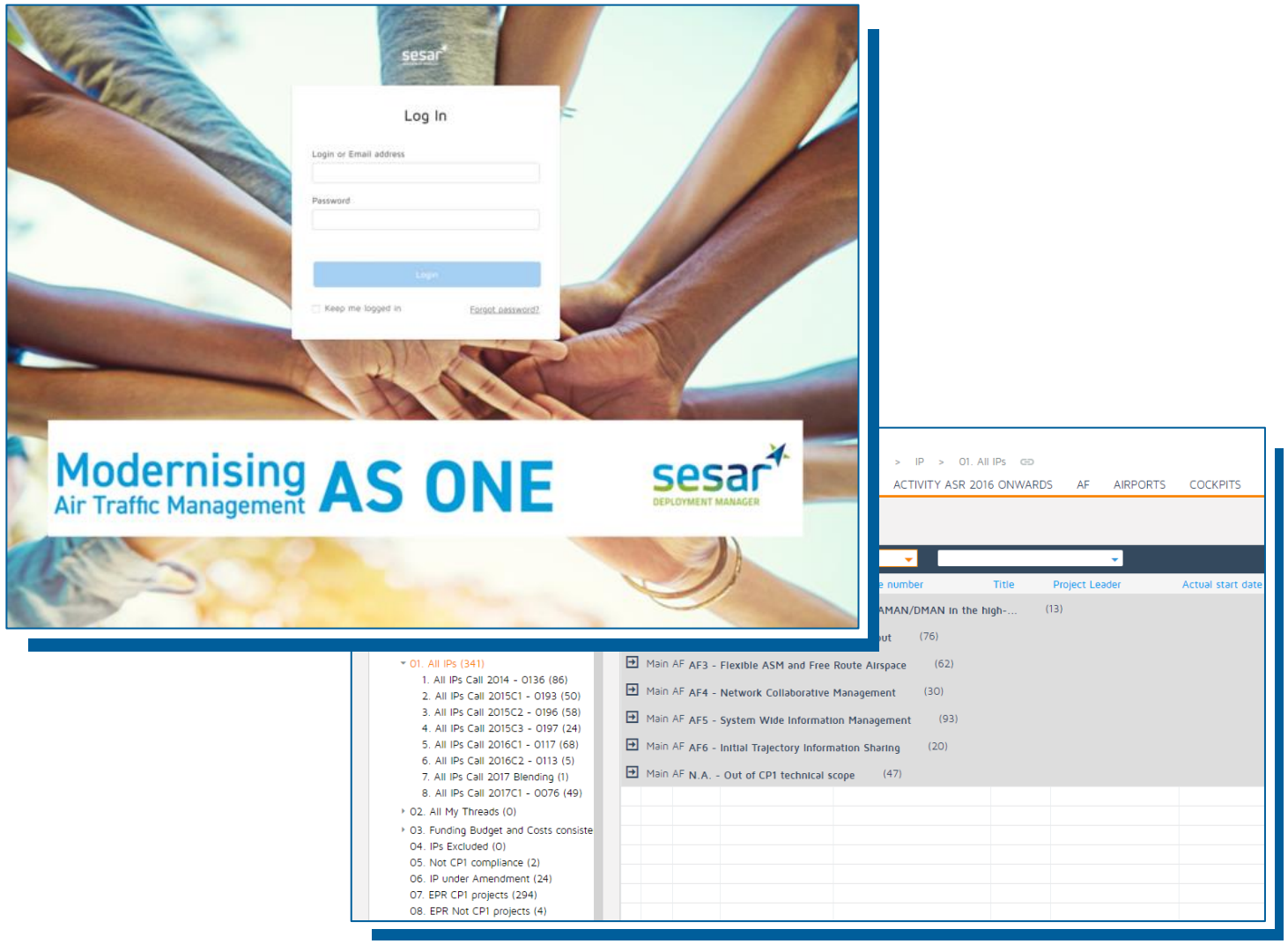
SDM Coordinated processes

Preparing IP proposals on the STAR Tool

- ✓ *Applicants must elaborate their project on **STAR**, an online tool available for all stakeholders at **https://sesardm.one2team.com/***

- ✓ ***Main interaction tool** for **coordinating**, **monitoring** and **synchronizing funded projects** (both now and after the awarding)*

- ✓ ***No access yet?** Just ask it to **STARsupport@sesardeploymentmanager.eu***



SDM Coordinated processes

Preparing IP proposals on the STAR Tool – main tips and suggestions

*The IP Proposal **description** shall include:*

*Overview of the **main activities***

***Specific objectives** ➔ measurable and clearly understandable*

***Expected results** ➔ in line with the SDP Deployment Milestones (DMs) to be achieved*

*Expected **performance benefits** ➔ qualitative and quantitative (if possible)*

Interdependencies with other SDM coordinated projects

*The IP Proposal must target, at least, one **SDP Gap** (SDP Family + geographical scope)*

***Targeted SDP Gap(s)** to be selected as a first step*

***Impacted stakeholders and AF5 services** (if applicable) to be selected*

***Applicable Deployment Milestones** to be provided by the SDM directly on STAR*

% covered** of each DM ➔ define the **gap coverage of the proposal

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*The **IP Proposal structure** must be organised by **tasks***

*Task 01 ➔ **Project Management** – including one **final deliverable** to the means of verification of the project completion*

***No Deliverables/Milestones/Costs related to several SDP Gaps** within a single Task ➔ one task – one gap*

DMs** to be always **connected to the tasks

*The **Checkpoints from LSSIP+** (related to the applicable DMs) can be used for additional granularity*

*Additional **project milestones can be included** ➔ at least 1 element every 6 months to ensure proper monitoring*

Each Project Risk ➔ at least one Mitigation Action

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SDM Coordinated processes

From Call proposal preparation to submission – Roadmap

Q&A

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Your
Supporting Tools
&
Communication

Madalina Kramer
Head of Stakeholder Relations and Buy-in

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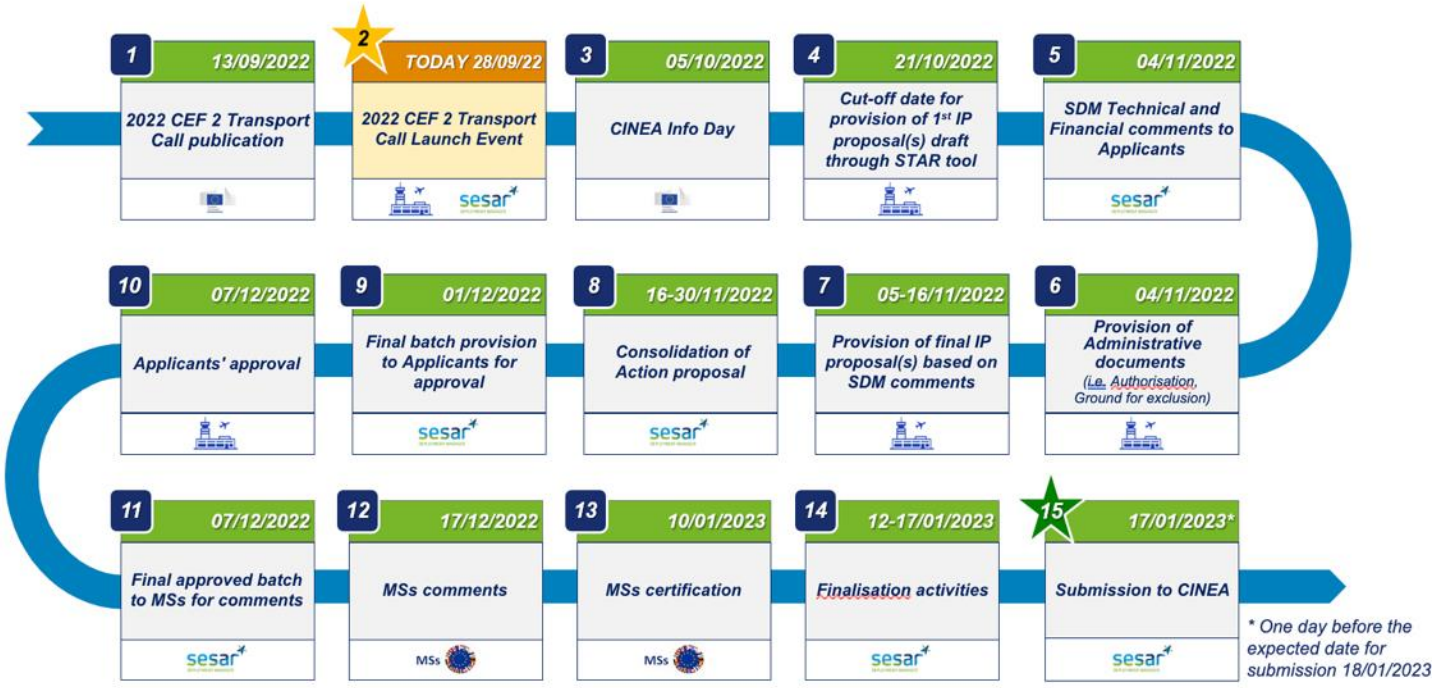
We help you to stay FOCUSED on your project during the proposal preparation phase

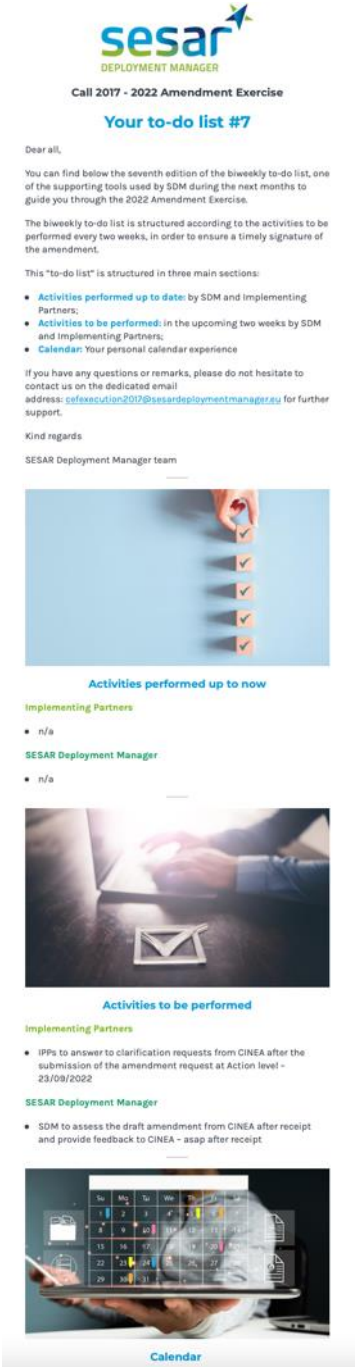


PUSHED INFO

We actively & timely (but kindly) ***PUSH*** *info to all applicants so you don't miss any important milestones or information*

Biweekly to-do list *(email)*

- *Every 2 weeks*
- *All key info, to do's & deadlines for the upcoming period*
- *Reminding you of milestones in roadmap*



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Call 2017 - 2022 Amendment Exercise

Your to-do list #7

Dear all,

You can find below the seventh edition of the biweekly to-do list, one of the supporting tools used by SDM during the next months to guide you through the 2022 Amendment Exercise.

The biweekly to-do list is structured according to the activities to be performed every two weeks, in order to ensure a timely signature of the amendment.

This "to-do list" is structured in three main sections:

- **Activities performed up to date:** by SDM and Implementing Partners;
- **Activities to be performed:** in the upcoming two weeks by SDM and Implementing Partners;
- **Calendar:** Your personal calendar experience

If you have any questions or remarks, please do not hesitate to contact us on the dedicated email address: cefexecution2012@sesardeploymentmanager.eu for further support.

Kind regards

SESAR Deployment Manager team

Activities performed up to now

Implementing Partners

- n/a

SESAR Deployment Manager

- n/a

Activities to be performed

Implementing Partners

- IPPs to answer to clarification requests from CINEA after the submission of the amendment request at Action level – 23/09/2022

SESAR Deployment Manager

- SDM to assess the draft amendment from CINEA after receipt and provide feedback to CINEA – asap after receipt

Calendar

Reminders *(email)*

- *Before each deadline*
- *Specific info on the upcoming milestones*

Dear IP Leaders,

As anticipated in our email on 29th of August and as outlined in the "SDM Transversal Guidelines for Action execution processes", the next Monitoring Gate related to the reference period of 1st of January 2022 – 31st of August 2022 is due by **15th of September 2022**. The IP Leaders are kindly requested to provide information concerning the progress achieved in their Implementation Projects (IPs), by means of performing the following actions in STAR:

Tasks:

- Revise and update, if needed, the **actual/foreseen start/end dates**
- Update the **declarative progress** up to **31st of August 2022**

Deliverables:

- Revise and update, if needed, the **Actual start date and Actual completion date (IPP)**
- Update the **status** (0%, 20%, 50%, 70% or 100%) according to the progress achieved up to **31st of August 2022**
- If the status is 100%, provide reasonable means of assurance by filling in the field "Project Manager statement". If the item is rescheduled, provide any explanation for the deviation by filling in the field "Explanation for any deviation from Planned completion date"

Milestones:

- Revise and update, if needed, the **Actual completion date (IPP)**
- Update the **status** (0% or 100%) according to the progress achieved up to **31st of August 2022**
- If the status is 100%, provide reasonable means of assurance by filling in the field "Project Manager statement". If the item is rescheduled, provide any explanation for the deviation by filling in the field "Explanation for any deviation from Planned completion date"

Costs:

- Provide the best estimation of **Actual Costs** incurred up to **31st of August 2022**
- Update, if needed, the **Updated Planned Costs**
  - Updated Planned Costs represent the revised estimation of the annual budget for the ongoing and future years

Smart Paper *(email)*

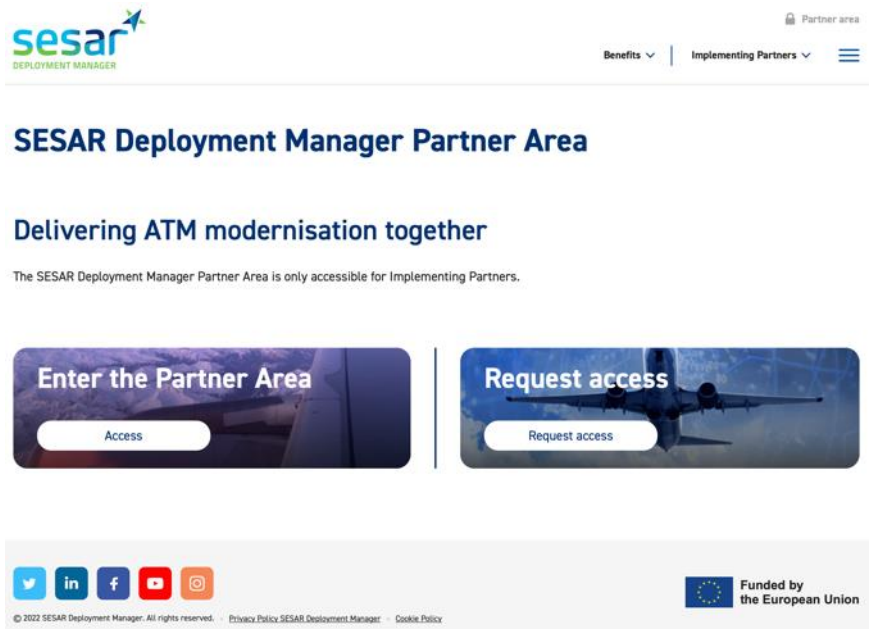
- *Presentations of today*
- *Roadmap*
- *Q&A*
- *Recording of today*

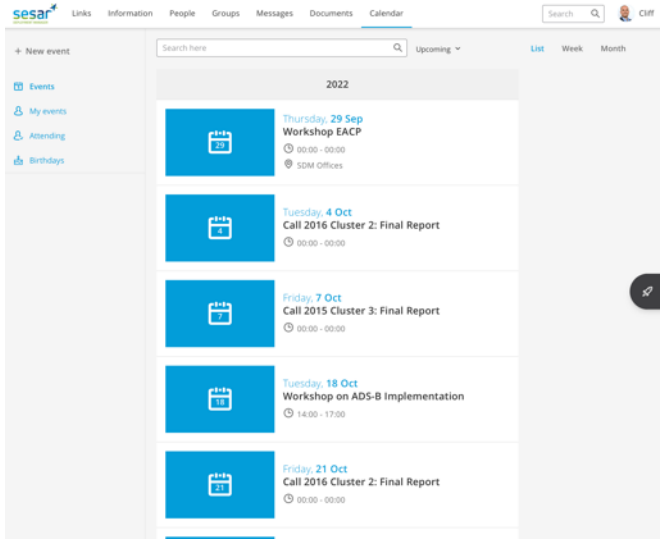
PULLED INFO

*We make sure all applicants can **PULL** info 24/7 (so you don't miss any sleep when you are worried about a particular topic)*

Partner Area *(online platform)*

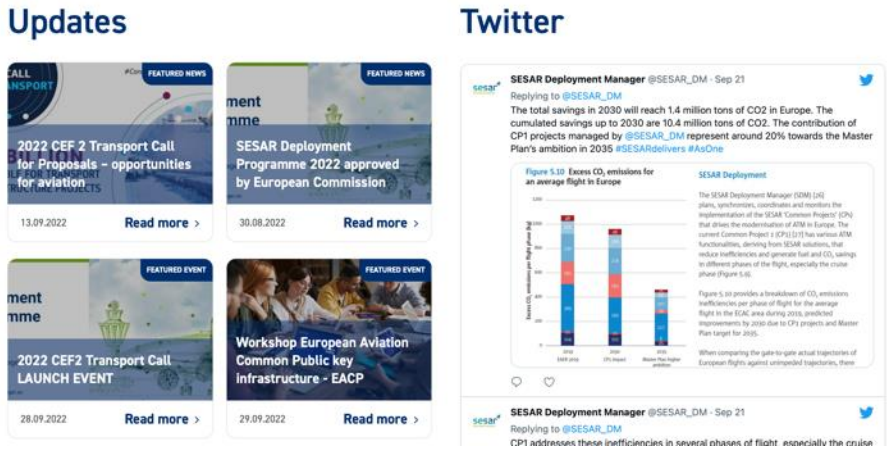
- *Via SDM website*
- *Open to all SDM stakeholders*
- *Specific info on SESAR deployment*
- *Dedicated Calendar for this Call*
- *No access yet? Click ‘request access’*





SDM website

- https://www.sesardeploymentmanager.eu
- News updates
- Facts & figures on deployment in EU
- Upcoming events
- Deployment Programme
- Overview of all projects
- & much more



INTERACTIVE SUPPORT

*We provide **INTERACTIVE** support like today & open to all applicants so you can learn all details and ask us any question you may have, throughout the Call preparation.*

DEDICATED MAILBOX

- *2022_cefcall@sesardeploymentmanager.eu*
- *1 email address*
- *For all 2022 CEF 2 Transport Call questions*
- *Experts standing by to reply*

EVENTS

- *Today's event informing you*
- *Once you have been selected and awarded by CINEA:*
  - *Kick off Meeting*
  - *Annual Meetings*
  - *Workshops*
  - *Bilateral meetings*

*All **communication support** aiming at providing you the most accurate info to support you in timely reaching a successful submission of your project proposal(s)*

*We are here for you **#AsOne TEAM**!*

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Q&A

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From CINEA ***Evaluation*** *to* ***Execution*** *phase*

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Senior SGA Execution Expert

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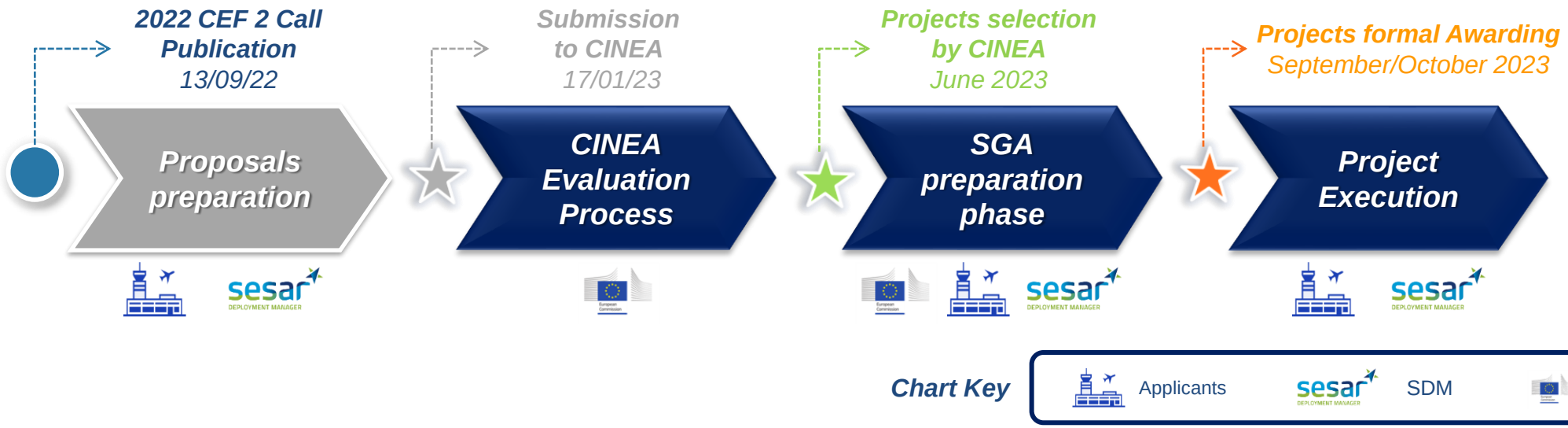
From CINEA Evaluation to Execution phase

*In the **Specific Grant Agreement (SGA) preparation phase**, SDM supports IPPs in aligning technical/financial contents of the proposal according to the results of the evaluation and indications received from CINEA, finalise administrative / contractual aspects (e.g., Mandates, Accession to ICA, etc.), allow the SGA signature, and all its prerequisites.*

As soon as the SGA is signed, the Execution Phase starts and the SDM is responsible for:

- ✓ ***Monitoring** that **Actions are implemented in accordance with the relevant Agreements** and reporting their status to EC/CINEA;*
- ✓ ***Establishing** the **requests for payment** in accordance with the relevant Agreements and ensuring that **all the appropriate payments are made to the entitled IPPs** without unjustified delay (e.g. Pre-financing, Interim, Balance);*
- ✓ *Being the **intermediary for all communications** between the IPPs and the EC/CINEA;*
- ✓ *Setting up **a Communication plan through the whole duration** of the relevant Action(s).*



Q&A

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Closing notes

Mariagrazia La Piscopia
Executive Director

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Thank you!

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