



Integrated CNS deployment

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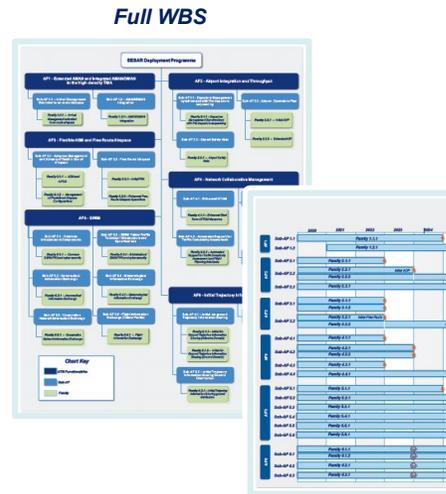
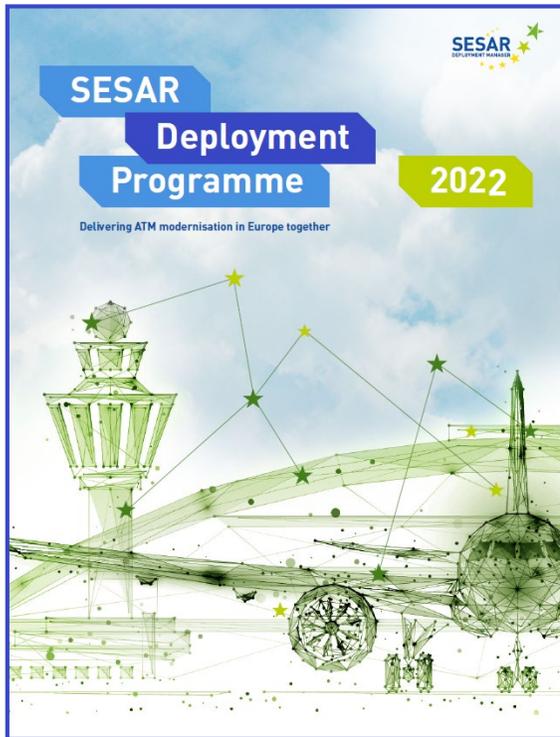
Airspace World 2023



SESAR Deployment Programme

A common blueprint for operational stakeholders to implement CP1

The **SESAR Deployment Programme** features fully up-to-date information on **target dates**, **system requirements**, **specific deployment milestones**, **synchronisation needs**, **expected performance impacts** and many more



Detailed descriptions

Sub-AF 1.1 - Arrival Management extended to en-route airspace
Family 1.1.1 - Arrival Management extended to en-route airspace
Target Date: 31/12/2024

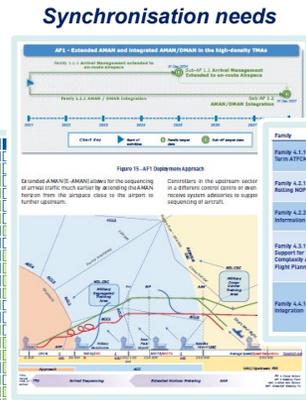
Description:
This Family addresses the implementation of extended arrival management by the en-route traffic to the busiest airports in Europe. The Arrival Manager is extended to en-route operations of ANM as defined up to the extension of 100 nautical miles from the original ANM area. This extension is required due to the geographical location of the arrival at the ANM horizon does not provide additional performance benefits. Traffic cannot be conducted in the en-route sector to be secure. To improve predictability and an Extended ANM horizon may affect the airspace design, and 6 en-route sectors including military activities are considered.

System requirements:
ATIS units implementing extended ANM operations shall coordinate with Air Traffic responsible for adjacent and en-route sectors as well as ATIS units responsible originating from airports impacted by the Extended ANM horizon. Input data to be provided by the most appropriate (existing) procedures. Information available (input available via the NM 8200 public/subscriber mechanisms).

Dependencies:
AF 2 Family 2.1.1: Extended ANM will support current operations management & information, enabling airport stakeholders to plan and prepare for arrival traffic volume for AF 2.

GANTT Chart

Impacted stakeholders



Matching SOL and OBJ

Family	SESAR Structures	EC
Family 4.1.1 - Enhanced Short Term ATFCM Measures (STAM)	Solution #17 "Advanced Short ATFCM Measures (STAM)"	ATM interconnected networks
Family 4.1.1 - Interactive Bidding NDF	Solution #18 "Collaborative NDF for Step 1" "CTOT and TTA"	ATM interconnected networks
Family 4.2.2 - Initial AOV/NDF Information Sharing	Solution #20 "Collaborative NDF for Step 1" "NDF Seamless Integration"	ATM interconnected networks
Family 4.3.1 - Automated Support for Traffic Complexity Assessment and Flight Planning Interfaces	Solution #19 "Automated support for Traffic Complexity Assessment and Reassessment" "P1-16-02C: VFR Distribution to ATC" "Solution #21 "Arrest operations plus a NDF seamless integration"	ATM interconnected networks
Family 4.4.1 - AOV/NDF Integration	Solution #22 "Collaborative NDF for Step 1" "CTOT and TTA"	ATM interconnected networks

Intermediate milestones

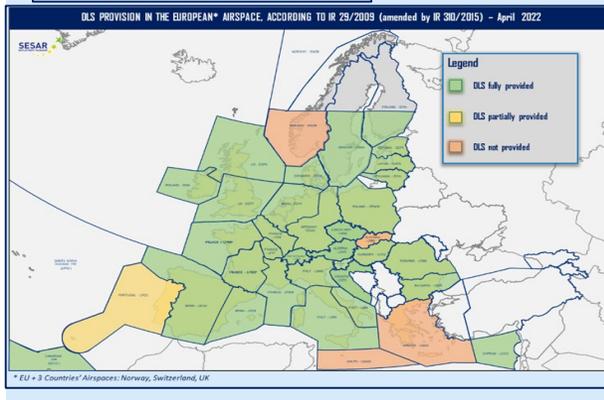
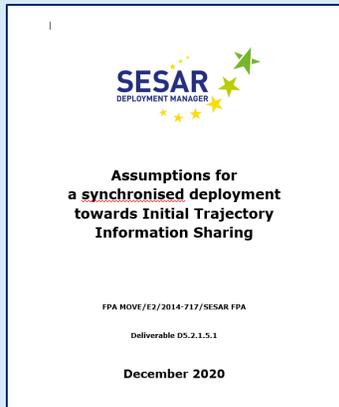
Performance benefits

Benefit area	Capacity	Flight efficiency	CO ₂ emissions	Cost efficiency	Safety	Predictability	Noise	Significance	Interoperability
	High	High	High	High	High	High	High	High	High

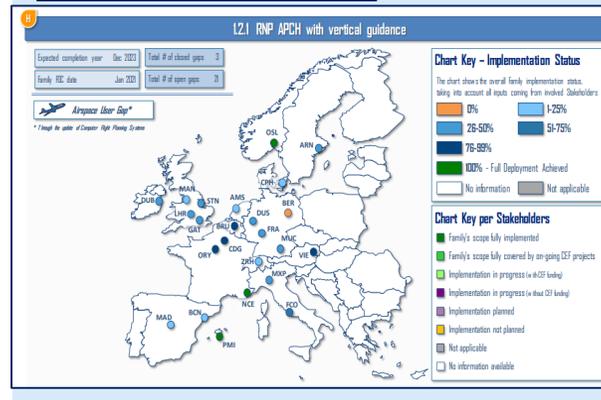
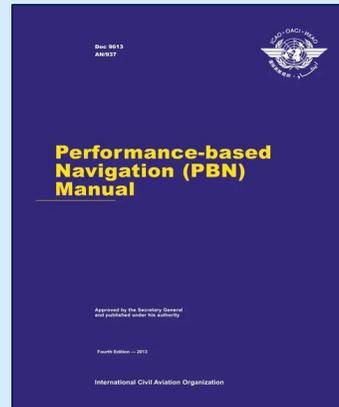
SDM experience coordinating CNS deployment



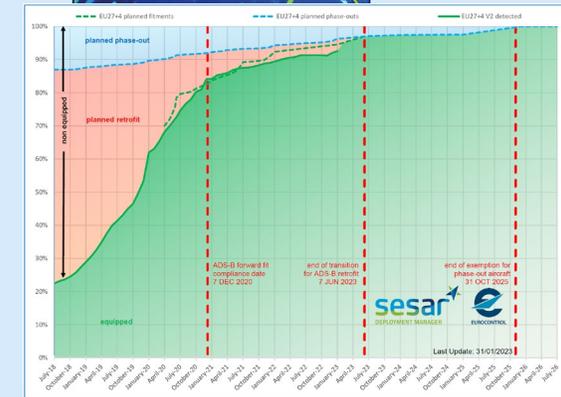
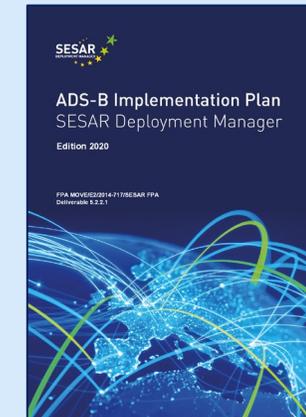
Communications



Navigation



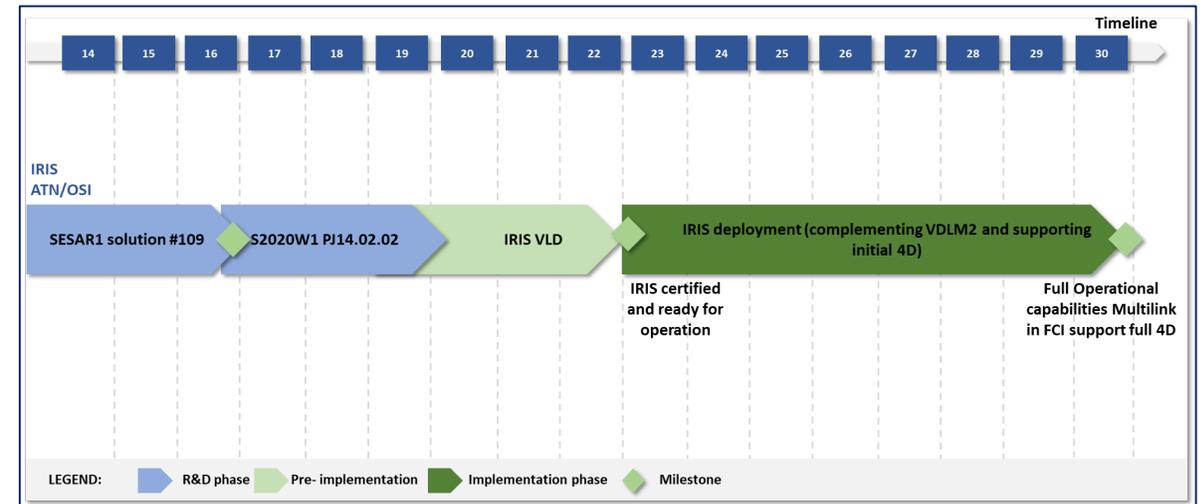
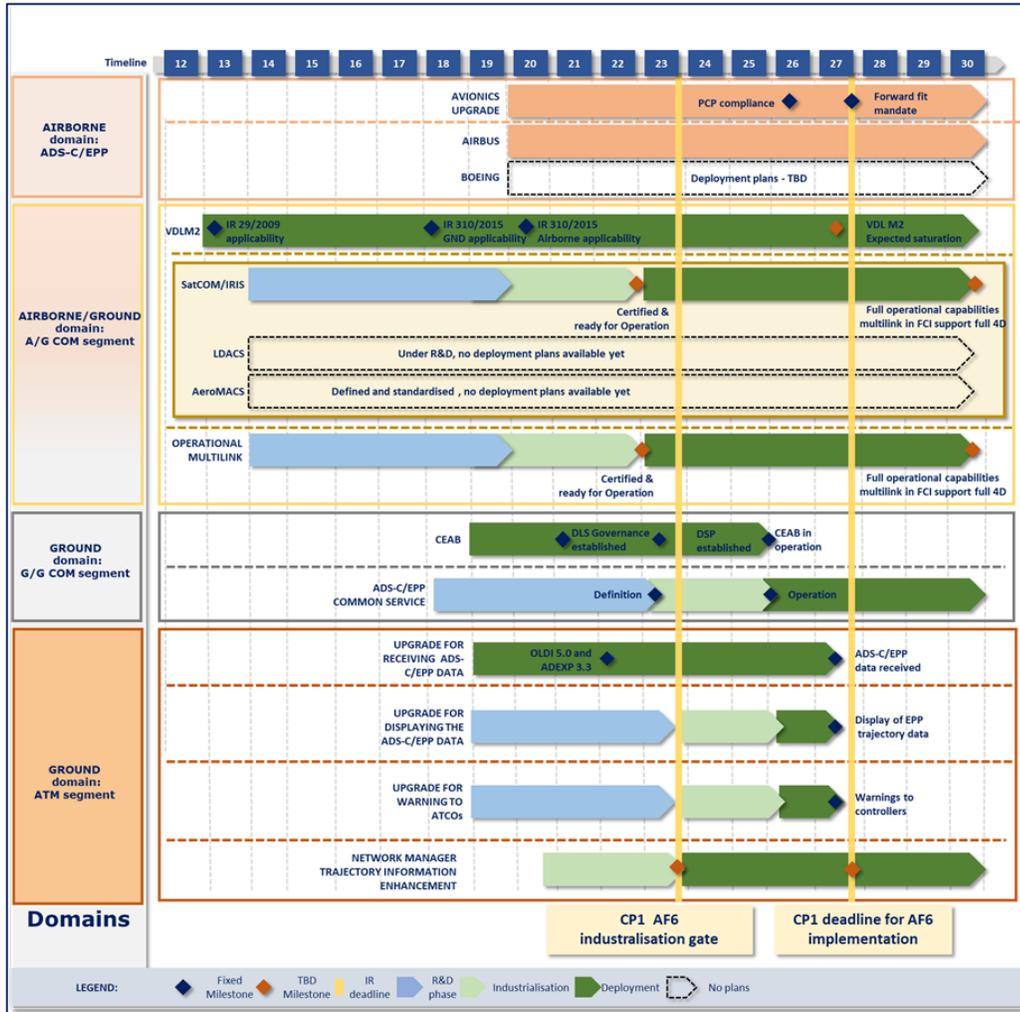
Surveillance





Communication. SATCOM

SDM Deliverable: Assumptions for a synchronized deployment towards Initial Trajectory Information Sharing



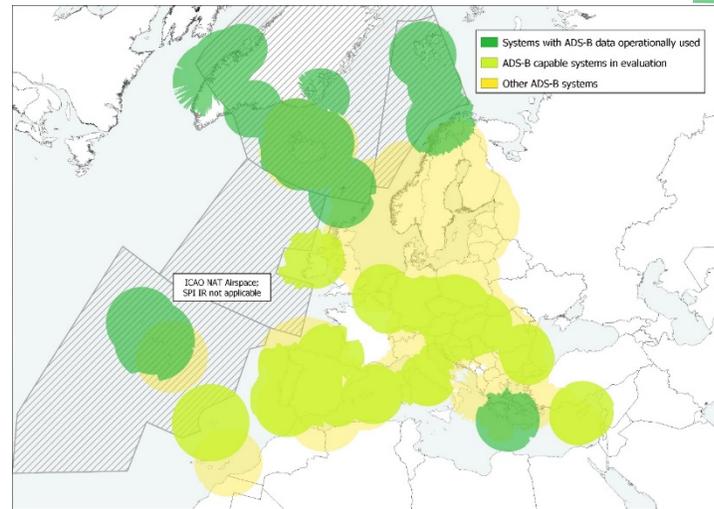
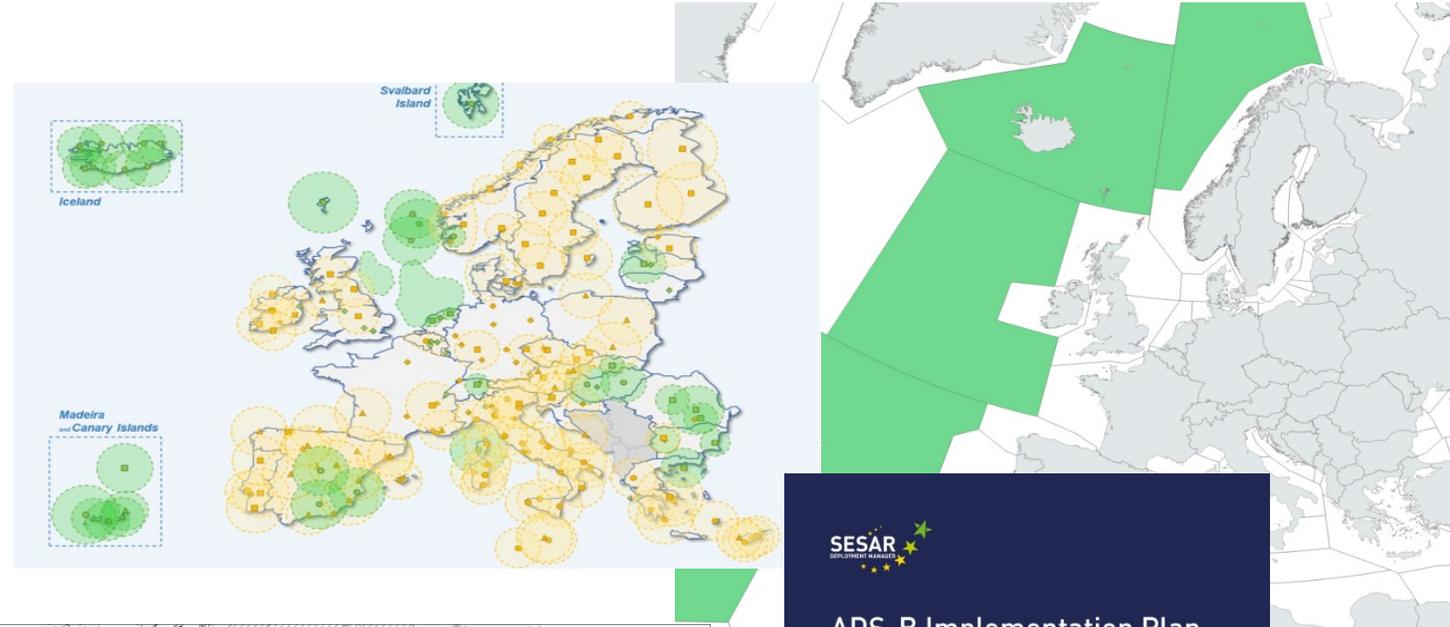
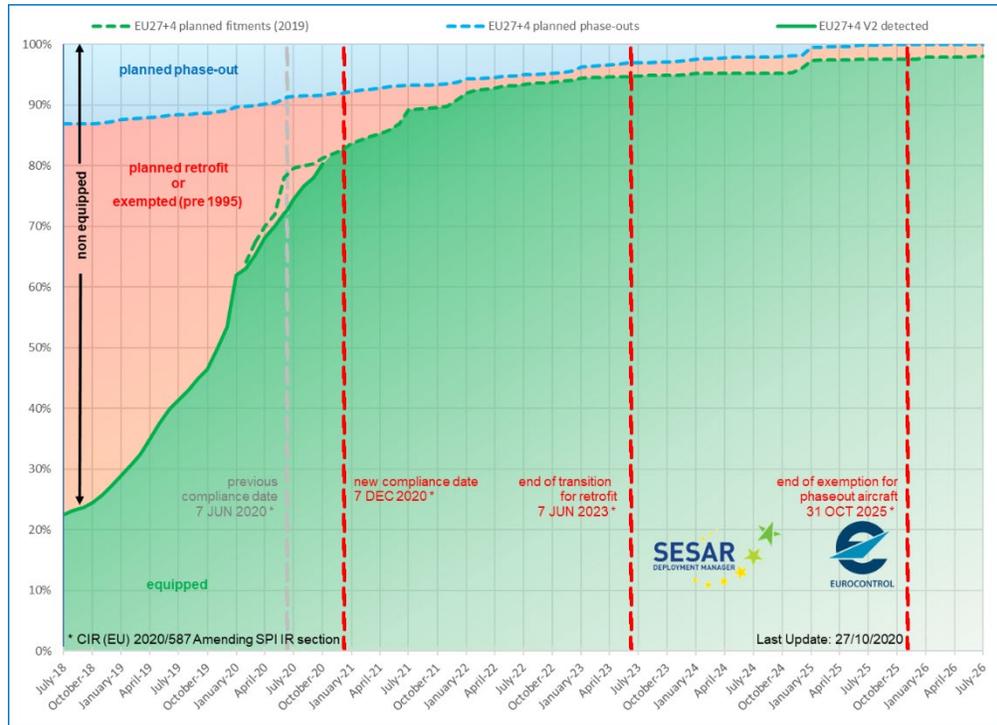
SatCOM roadmap – based on “IRIS”

SDM, together with the stakeholders, to develop a multilink implementation roadmap



Surveillance. ADS-B

Implementation status in Europe



SESAR
 DEPLOYMENT MANAGER

ADS-B Implementation Plan
 SESAR Deployment Manager

November 15, 2018

Edition 2020



Modernising Air Traffic Management As One

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