

# 1. EXECUTIVE SUMMARY

# 1. Executive Summary

## What is the Deployment Programme?

Following the **adoption by European Commission of the Regulation (EU) No. 716/2014, known as the Pilot Common Project (PCP)**, which mandates the implementation of 6 ATM Functionalities (AFs) within a specified geographical scope by specified dates, the **European ATM Community needed a unique, agreed and supported implementation plan by and for industry**, illustrating how to get organized to ensure synchronized, coordinated and timely deployment.

This plan is the **Deployment Programme (DP)**, as **issued by the SESAR Deployment Manager (SDM)** in its first release in 2015, building also on the **contributions from SESAR Joint Undertaking (SESAR JU)**, the **Network Manager (NM)** and the **European Defence Agency (EDA)**, and on the wide consultation of all SESAR stakeholders, in particular the operational stakeholders engaged through the **Stakeholders' Consultation Platform**.

For each of the **6 ATM functionalities** and **20 sub-functionalities** contained in the PCP, the DP lays down **families of Implementation Projects (IPs)**, flagging the implementation activities to be performed, indicating by which stakeholder, where, how and identifying the optimum time for their execution.

The DP represents the **blueprint for the ATM investment plans of all operational stakeholders impacted by the PCP regulation**. Considering the co-funding support to PCP implementation available through the CEF Framework, the DP constitutes the **main reference document to specify the priorities of the 2016 CEF Transport Calls for Proposals for the priority SES/SESAR/PCP**.

In order to provide the operational stakeholders with **the most up-to-date specification for every CEF Transport Calls for Proposals**, the **DP is updated yearly**, taking into account the Implementation Projects submitted and then awarded as a result from the previous calls. **This edition 2016 of the DP includes the Implementation Projects awarded as a result from the CEF Transport Calls 2015 and 2014**, narrowing down the scope of the implementation activities still to be performed for achieving the objectives and releasing the benefits of the PCP. **This 2016 edition of the DP**, after delivery to and approval by the European Commission, **will then be used as the main reference document to specify the priorities of the CEF Transport Calls 2016**.

## The structure of Deployment Programme 2016

The **"Strategic view"** (Chapter 2) sets the scene where the DP is embedded, providing the guidelines that support the full understanding of the Programme from a strategic perspective.

It is followed by the **"Project view"** (Chapter 3), which constitutes instead the *operational* core of the document. In particular, it details at Family level the Implementation Projects that have been awarded through 2014 and 2015 CEF Transport Calls for Proposals, whilst also indicating the implementation initiatives that are still required to close the remaining gaps and achieve the full PCP implementation and the associated performance expectations.

The “**Performance view**”, (Chapter 4) describes the SDM role in the overall SES performance framework and summarizes the Performance Assessment and CBA methodology applied by SDM. Furthermore, the initial performance gains expected from the implementation of the Deployment Programme through IPs resulting from 2014 CEF Call are presented, and the Cost Benefit Analysis of the Deployment Programme is introduced.

The “**Monitoring view**” (Chapter 5) reports the current implementation status of the PCP throughout Europe. Section 5.1 features the results of the dedicated SDM Monitoring Exercise for both ground stakeholders and airspace users’ gaps, whilst section 5.2 is populated on the basis of the outcomes of the latest DP execution Progress Report, focusing on the Implementation Projects awarded in the 2014 CEF Call and coordinated by SDM. In this respect, section 5.3 presents the approach underlying all synchronization and monitoring activities performed by SDM, in cooperation with the Implementing Partners.

Strategic, project, performance and monitoring views result in the identification of the main risks associated to the execution of the DP, along with the related mitigation actions, either under SDM or other Stakeholders’ remits, both described in Chapter 6 “**Risks and Mitigations**”.

“**Future Evolutions of the DP**” (Chapter 7) concludes DP 2016, enclosing an overview of what to be expected in the future version of the Programme.

DP 2016 also includes four Annexes, here below listed:

- **Annex A – Project view: Projects details**, which features additional details with regard to projects awarded through 2014 and 2015 CEF Transport Calls;
- **Annex B – Standardisation and Regulation Roadmaps**, developed and updated with the ultimate goal of becoming the bridge between SJU and SDM and embodying the common reference for all Stakeholders involved in the industrialisation phase of SESAR;
- **Annex C – PCP Implementation Status by Member State**, detailing the current Pilot Common Project implementation status of the 48 Families in each Member State, and the list of the projects awarded through 2014 and 2015 CEF Calls within each State;
- **Annex D – Performance Assessment and Cost Benefit Analysis Methodology**, providing further details on the Performance Assessment and CBA methodology introduced in the “Performance View” of the Programme.

## The added value of the Deployment Programme 2016

**The DP 2016 represents a remarkable update and enhancement of the DP 2015.** Although inspired by the same principles that underpinned the DP 2015, its development process took advantage of **the wider time span available**, of **the structured mechanisms established during the 2015’s campaign** and of the **lessons learnt** from the past edition. In a nutshell, the DP 2016 is **not only an update**, but it also features **noteworthy improvements in all its contents and chapters**. In particular, the fruitful **cooperation between SDM and SJU** has supported the continuous **alignment between the DP 2016 and the European ATM Master Plan**, in order to ensure mutual consistency and provide a coherent SESAR planning and monitoring to all SESAR stakeholders.

## Strategic View

**The Strategic View sets the scene, presenting an overview of the main findings resulting from the development of the core chapters of the Programme.** It includes in particular:

- the high level Work Breakdown Structure that sets the 48 families of IPs further detailed in the Project View;
- the overall implementation planning which drives the optimum sequencing of the 48 families and the performance policy of the SDM.

At the request of the European Commission, the updated Strategic View now also includes:

- an **Implementation Strategy for Data Link Services (DLS)** as the necessary step towards the deployment of AF6;
- an **Action Plan** organising the necessary framework for the relevant operational stakeholders to continue and amplify their activities towards definition and establishment of a **SWIM Governance**.
- the identification of those families which implementation could result into the **provision of a Common Service**, thus requiring a **specific approach in the planning of their deployment** and the identification of the implementation activities required.

Learning from previous DP 2015 – CEF Transport Calls 2015 sequence, the Strategic View now features **high-level principles to guide operational stakeholders** towards submission of candidate implementation projects through the upcoming CEF Transport Calls, making best use of all information laid down in the DP and maximize opportunities to access EU co-funding.

Lastly, the Strategic View features for the first time considerations on **SDM-FAA cooperation on SESAR-NextGen implementation and how this makes DP stronger on global interoperability**.

## Project View

The expanded **Project view** of the Programme – **the “technical and operational” reference** – has undergone a complete review process, and now provides a **clearer, exhaustive and detailed overview of the technological and operational enablers associated to scope of the PCP**, aiming at supporting any potential candidate implementing Partners with all the information needed to submit a project in the framework of future CEF Transport Calls. The enhanced Project View in the DP 2016 also features a **more detailed outlook of the implementation gaps** still to be closed to achieve full deployment of the PCP, consequently supporting the relevant stakeholders into identifying the potential funding opportunities through future CEF Transport Calls.

The Project view of the DP has been **updated against the latest results of 2015 CEF Transport Calls**, in order to provide stakeholders with the **most focused view of what shall be submitted and by whom to next 2016 CEF Calls**. With this latest improvement, the Project view enables a **full top down approach** from PCP to gaps through the 48 families, and with **detailed enough gaps to trigger the required projects**.



## Performance View

The updated **Performance View** features an overview of **SDM's role within the SES performance framework** together with SDM's **Performance Assessment and CBA Methodology**. As early results from this methodology, the DP 2016 reports on the **performance gains expected from the implementation of the DP and presents the DP Cost Benefit Analysis (CBA)**.

## Monitoring View

DP 2016 also features an enriched and widened **Monitoring View**, elaborated through two main processes:

- The **Monitoring Exercise** launched by SDM in March 2016, aiming at identifying for each Family those **implementation initiatives still needed to achieve full PCP implementation**, supporting the stakeholders in the identification of the implementation areas to be tackled by their investments, and sustained by the EU financial mechanisms;
- The **Synchronization and Monitoring activities** carried by SDM for the CEF-related projects, also feeding the DP Execution Progress Report<sup>1</sup>.

Such complementary approaches result into a **clear and reliable picture of the current status of PCP implementation** throughout Europe, providing robust reference to all operational stakeholders and guiding their future investments and activities. Furthermore, in order to boost the short term and prepare the mid and longer terms, the **DP 2016 highlights the most urgent initiatives and activities** to be undertaken by SDM, any other SESAR deployment related body and the operational stakeholders.

## Other chapters

Finally, the DP 2016 reviews the **risks regarding full and timely PCP implementation**, reporting on their criticality, their probability, the actions undertaken by SDM and other parties in order to mitigate them as well as the **future actions envisaged by SDM and suggested to other stakeholders** to further mitigate as needed.

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<sup>1</sup> The **Deployment Programme Execution Progress Report** is elaborated by the SESAR Deployment Manager three times per year (4<sup>th</sup> of March, 31<sup>st</sup> of May and 30<sup>th</sup> September) and aims at highlighting the progress achieved by the implementation projects awarded as a result from the CEF Transport Calls. It provides detailed information concerning the progress of tasks, milestones, deliverables, risks, issues and costs, at Action level, at AF level and at project level.