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### SESAR chiefs fear deployment 'show-stoppers'

Posted on October 1, 2015



Industry chiefs in charge of the deployment blueprint for European ATM modernisation are warning that a lack of input in some critical areas could prove 'showstoppers', putting the entire technology framework underpinning Single European Sky project in jeopardy.

The SESAR deployment programme was created to lead investment plans by both civil and military, European air navigation service providers, airports and airlines.

The first programme plan has now been sent to the transport directorate at the European Commission and once approved it will go forward for funding from the Connecting Europe Facility.

But the SESAR Deployment Manager is warning that the programme has identified worrying gaps which must be filled to fully implement the initial deployment phase called the Pilot Common Project (PCP). This is despite the fact that stakeholders can claw back up to 85 per cent of their investment.

"Some gaps are critical to the performance of the entire ATM network," it stated. "So this is where operational stakeholders are called upon now to focus and ensure they know what they are expected to implement to comply with the PCP."

One area for concern is the failure to secure sufficient buy-in from Europe's air forces. No projects have been submitted by the military and SESAR deployment chiefs suspect there has been little consultation on civilian projects that could impact them.

A second concern is the failure to establish any clear governance mechanism for System Wide Information Management or SWIM which could significantly delay its rollout.

"Consequently, there is significant probability that no SWIM projects will be submitted in the framework of the upcoming CEF calls 2015," they warned.

Deployment chiefs are therefore planning to use the results of a 'state of play' assessment of SWIM governance and take into consideration the results of a SWIM governance definition study due in November. They have also promised to develop a dedicated action plan aimed at delivering a SWIM governance framework as soon as possible.

The third and perhaps most worrying gap is the continuing uncertainty regarding the most appropriate airborne and ground-based technologies to enable datalink communication.

Research and development experts at the SESAR Joint Undertaking are conducting validation exercises which will be completed in June but that may prove too late for candidates to field technologies by this year's funding deadline.

Deployment chiefs are therefore planning to nurse-maid datalink technology, by assessing case by case any candidate technology, helping to tweak them where necessary. This will ensure that some will feature in the next version of the deployment programme.

That next major update of the programme is expected to be finalised by 30 September 2016 with an early draft of the programme scheduled to go out for consultation by the end of the first quarter of next year.

This is being touted as 'a significant evolution and development' of the current programme in terms of content and will require a particular focus on cyber security issues. Those technology areas that need to comply with such requirements will be identified and highlighted in the programme. All cyber security-related issues will also be taken into account through a new risk analysis included in the programme.

Massimo Garbini, managing director of the SESAR Deployment Manager, said: "I urge the operational stakeholders to align their investment plan with the 2015 deployment programme to ensure successful application to 2015 funding calls. The SESAR Deployment Manager will support all stakeholders to fill the remaining gaps and ensure full PCP implementation by 2020 becomes a reality."

Read More: [Game Plan](#)

The deployment programme can be downloaded here: [www.sesardeploymentmanager.eu](http://www.sesardeploymentmanager.eu)

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