



FROM INNOVATION TO SOLUTION

FUNDAMENTAL CHANGES TO BE ACHIEVED

TAM CONTEXT

TAM Symposium
Braunschweig, Germany
15th October 2013

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SESAR Joint Undertaking



founding members



The SJU a unique PPP



EUR 2.1 bio

15 other members

13 associate partners = 110 companies in total

20+ countries

3000 people working on SESAR

300+ projects

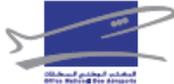


The SJU a unique PPP

Members



New associate partners since July 2010



The SJU a unique PPP



GA/BA



Leisure



Cargo



Regional



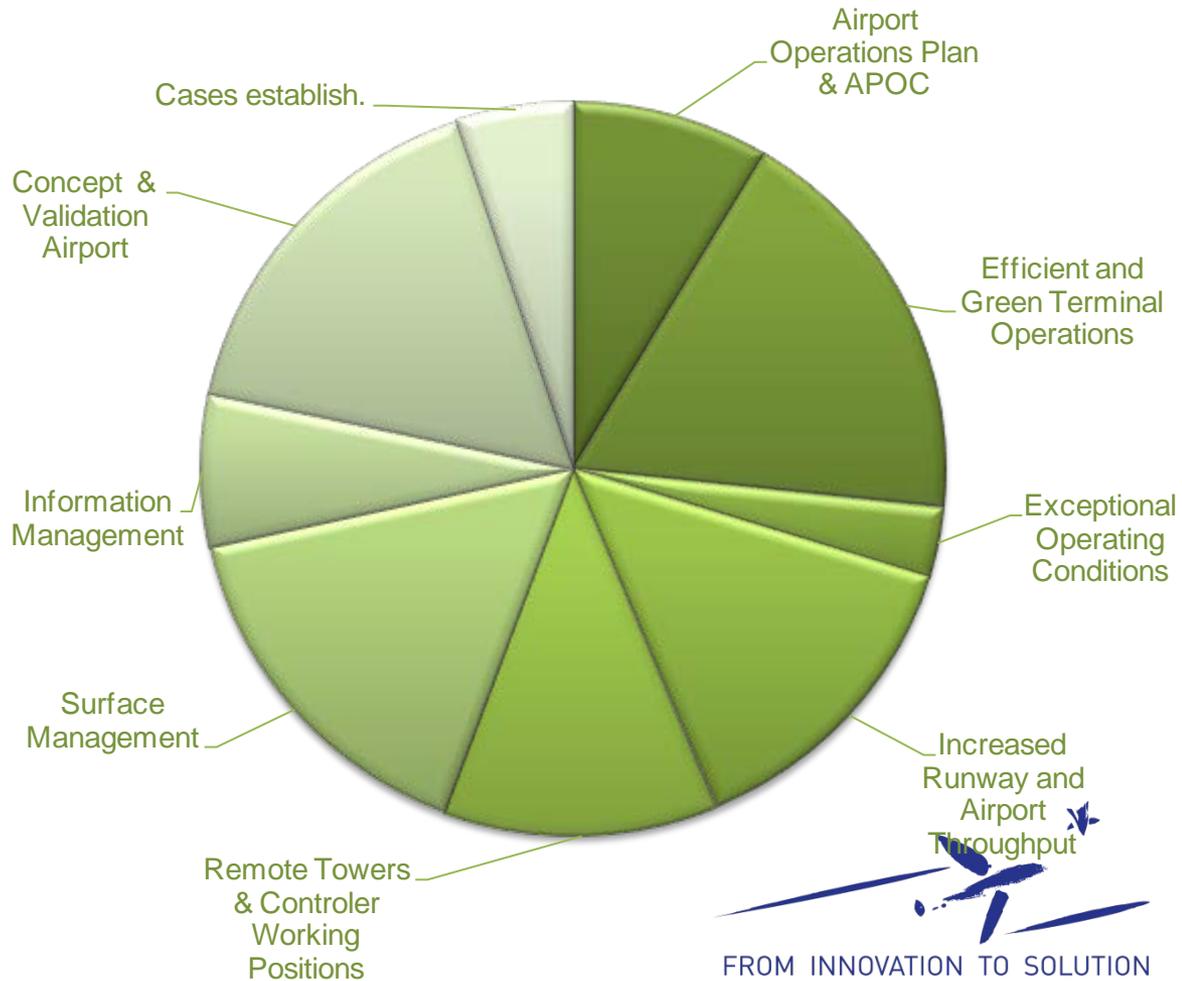
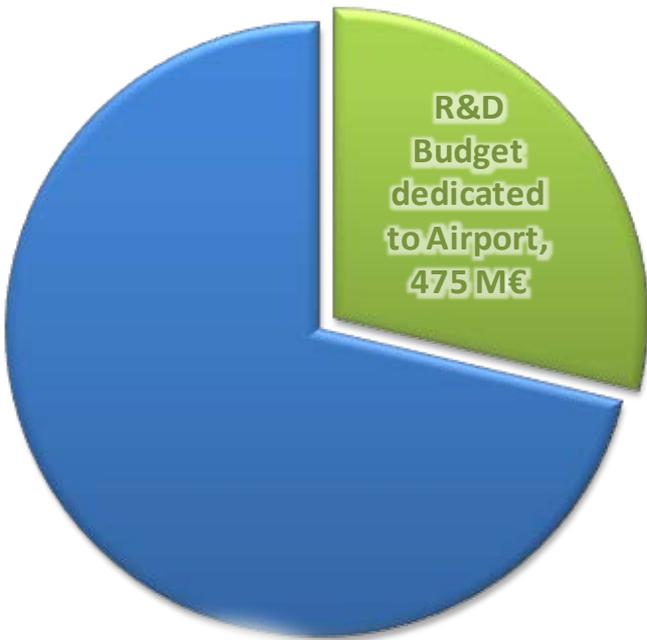
Low Cost



The SJU a unique PPP



SESAR and Airports



Airports



FUNDAMENTAL CHANGES TO BE ACHIEVED

INTEGRATION OF

THE 4D TRAJECTORY

THE SYSTEM WIDE

AUTOMATION

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Airports

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airspace user flight planning

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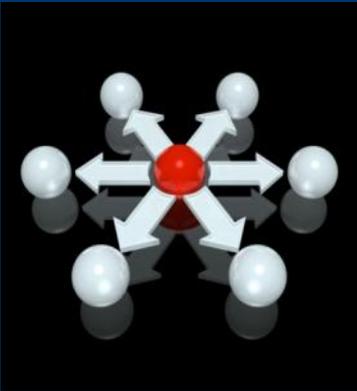
Key considerations for airports

- An airport is a complex operation, a system of systems
- Landside & airside need integration for performance
- The airline's business view for a given flight comes together at the airport
- All partners need to conform to common goals to drive airport performance
- A harmonised approach is required across airports so the Airspace user has a seamless view (standards?)
- European Performance scheme needs to be considered

FUNDAMENTAL CHANGES IN THE TAM CONTEXT

INTEGRATION OF AIRPORTS

AOP and NOP
APOC – APOC
Regional Airports
Performance based



THE 4D TRAJECTORY PRINCIPLE

Airport Transit View (ATV) linked with the gate to gate view



THE SYSTEM WIDE INFORMATION MANAGEMENT

AOP and NOP
Agreeing to share data
Airlines, Airport, ATS, Network ..



AUTOMATION

CDM through Scenario based automation

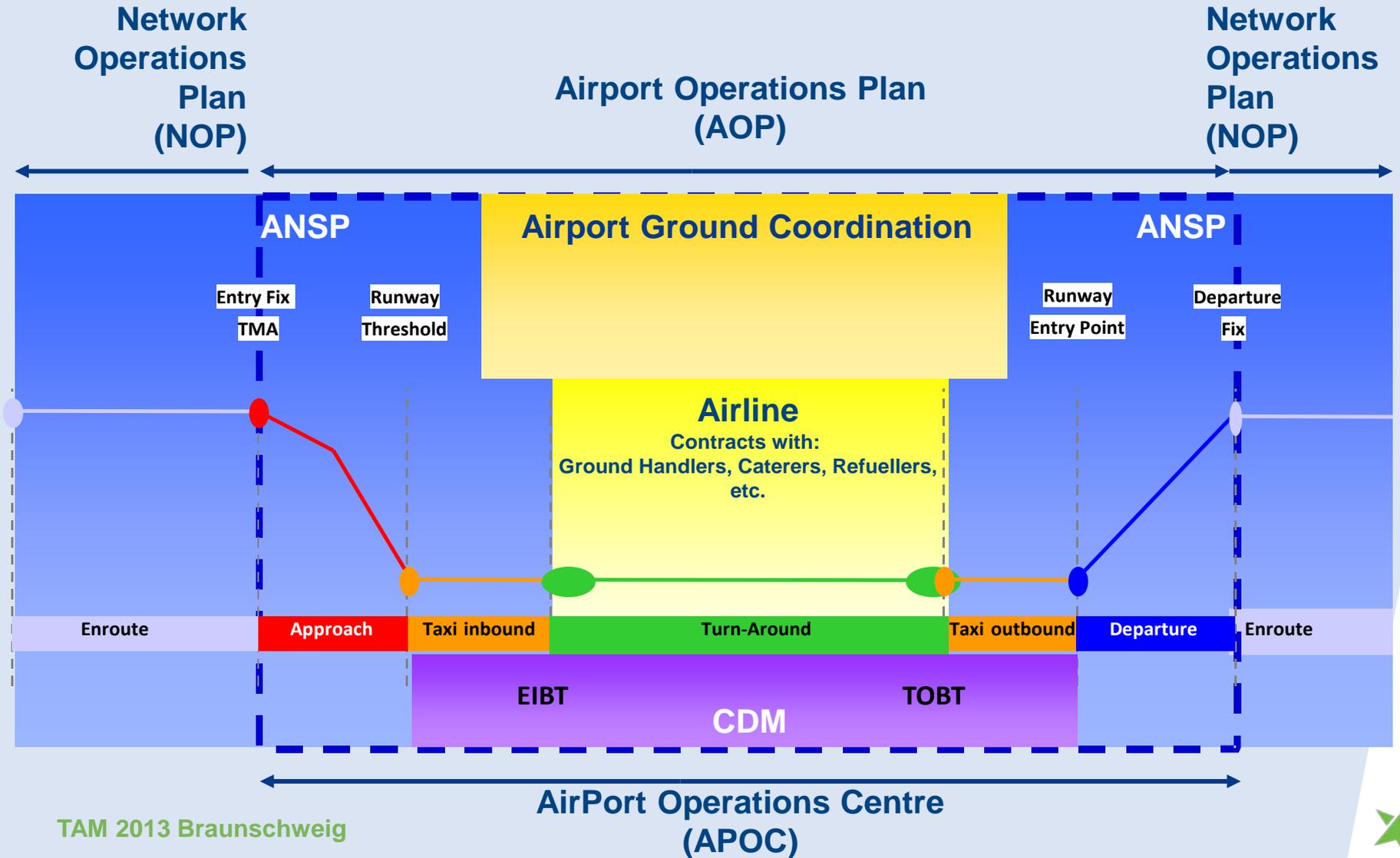


COLLABORATIVE NETWORK PLANNING

AOP and NOP, Integrated with airport operations planning and airspace user flight planning



AIRPORTS IN THE NETWORK

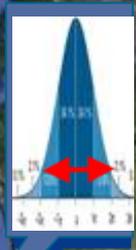


Need to Identify & Follow Aircraft

European ATM Network

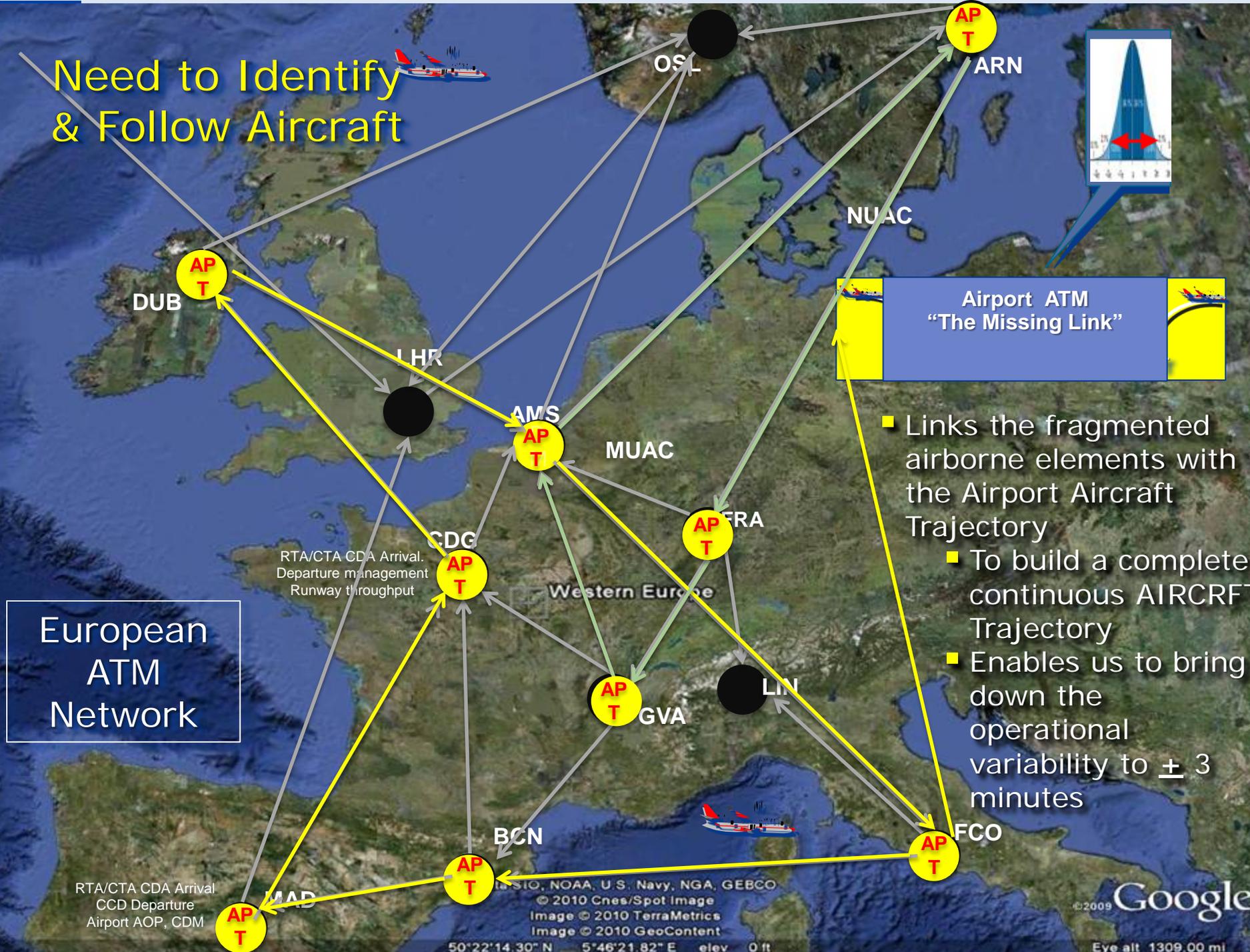
RTA/CTA CDA Arrival
Departure management
Runway throughput

RTA/CTA CDA Arrival
CCD Departure
Airport AOP, CDM



Airport ATM
"The Missing Link"

- Links the fragmented airborne elements with the Airport Aircraft Trajectory
- To build a complete, continuous AIRCRAFT Trajectory
- Enables us to bring down the operational variability to ± 3 minutes



To Conclude

Landside & airside need integration for performance

All partners need to conform to common goals to drive airport performance

A harmonised approach is required across airports so the Airspace user has a seamless view (standards?)

European Performance scheme needs to be considered





Thank you!
www.sesarju.eu

