



Towards a Global and Integrated Aviation System

Panel 1

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Major Discussion Points

- There is a lot of capability built into the airplane already.
- Effective implementation needs to be capitalized on the similarities and allow for necessary differences.
- Harmonization of NextGen SESAR needs to include timelines; data com is our greatest harmonization challenge right now.
- FAA is considering an incentive of best equipped/best served. This same concept is used with Cat III landings.
- Although the new systems will increase safety compared to the current processes, we are going to use the margin to increase capacity so it is difficult to show a positive cost benefit for a mandate.

Questions and Comments from the Floor

- Ryan Air – The air traffic controls need to be involved in the implementation to gain their support and the change in workforce needs will happen slowly.
- Beechcraft – The business case for NextGen SESAR for business aircraft is worse than for the air carrier, but the equipage is generally better.
- DGAC – Validation of ground system? Everyone agrees that the data integrity from ground equipment must be dependable.
- Asia is moving forward with modernization. In some ways it is easier to introduce new technology because they are not weighed down by legacy systems.
- Has the technology of the airplane surpassed the capability of the pilots? Situation awareness is more difficult with the new systems. In addition, OSD may help keep pilot training in line with the new systems.

Outcomes/Additional Ideas

- Harmonization is key.
 - A progressive building block approach will occur. We need to manage the transition for many years.
 - We need an end-to-end implementation, including training.
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