



Press Release

Global interoperability at the heart of European ATM modernisation

Montreal, 21 September 2011 - **“Towards one sky”, ICAO’s key event, gathers industry and stakeholders from all over the world. This symposium will be a unique opportunity to reinforce the importance of global interoperability in Air Traffic Management. Europe urges to reach the Single European Sky through partnership with other regions of the world.**

Partnering to deliver global interoperability

Together, the European Aviation Safety Agency, European Commission, Eurocontrol and the SESAR Joint Undertaking - four key European actors in the international efforts to support global aviation operability – are working towards Global ATM interoperability at the Global Air Navigation Symposium (GANIS). This global event gives the entire aviation community the opportunity to define next steps towards a seamless global navigation system, in view of the 12th ICAO Air Navigation Conference, which will take place in 2012.

The Single European Sky is just the beginning. The eventual goal remains a single global sky. An interoperable aviation network is a key component of the Single European Sky (SES). For this reason, one of the four SES regulations developed by the European Commission is focused on the interoperability of ATM systems. Formal agreements are already in place between EU’s SESAR programme and the US sister programme as well as with the Japanese long term vision on air traffic management.

“The world is becoming increasingly global”, said Siim Kallas, Vice-President of the Commission, responsible for Transport. “This is especially visible in the developments in air transport. We in the EU are convinced that working towards cross-border and global solutions is beneficial for everybody.”

Interoperability at the heart of SESAR

SESAR, the Single European Sky ATM Research Programme, an international European public-private partnership whose private partners as well as public bodies are totally committed to “thinking interoperable”, is starting to deliver its first results this year.

The synchronised progress of SESAR and NextGen developments will ensure that a single global sky remains an achievable goal.

“Global interoperability is at the heart of SESAR. The SESAR Joint Undertaking strongly welcomes the GANIS initiative and is fully committed to the ICAO approach. I would just like to reiterate the vital importance of worldwide interoperability for the end-users of all the regional ATM modernisation programmes.” Insisted Patrick Ky, Executive Director of the SESAR Joint Undertaking.

An integrated ATM network

EUROCONTROL’s technical expertise has contributed to the development of numerous standards for greater ATM interoperability. This global three-day event is particularly important in view of the 12th ICAO Air

Navigation Conference, in 2012, where consensus, commitments and recommendations will be reached and made.

“This is a unique opportunity. As we plan changes, whether it is under NextGen, SESAR or any other programme, we must make sure that we do so in consultation with our colleagues around the world,” stated David McMillan, Director General of EUROCONTROL.

Interoperability: development of safety regulation and certification standards

Interoperability goes hand in hand with safety, and this is the goal of the European Aviation Safety Agency (EASA). The transition to a harmonised and efficient aviation system cannot be achieved without the necessary safety standards.

“A modernised aviation system requires a strong regulatory framework. EASA, in conjunction with its partners, has a key role to deliver increased performance and global interoperability, while also ensuring high safety levels,” said Patrick Goudou, Executive Director of EASA.

Global interoperability: success stories

EUROCONTROL Information standard **AIXM** (Aeronautical Information Exchange Model) facilitates digital transfer of aeronautical information over interoperable web-based services.

ICAO's performance-based navigation (**PBN**), a global set of navigation specifications that can be used by regions and States, ensures global standardisation. It will ultimately improve safety, efficiency, capacity and access, and help mitigate the environmental impact.

SESAR 4D trajectory management will improve air traffic operations, in particular increase the overall predictability of traffic, thereby benefitting airspace users. SESAR will bring associated efficiencies in airspace design and planning, focusing on environmental benefits brought by PBN, continuous descent and climb profiles as well as increasing levels of automation and use of technology, such as remote towers.

The way forward

Through the incremental release of new procedures or products, the SESAR Joint Undertaking and its members will continuously provide results. By the end of 2011, the first SESAR release will be accomplished, that is: 29 validation exercises all over Europe. SESAR is now preparing Release two in 2012. Last but not least, the Master Plan (outlining which, where, and when technologies are needed) is being updated.

BACKGROUND:

In aviation, interoperability is considered as the capability of two or more networks, systems, components or applications working together through exchanges of information between them, without any restriction, and with the ability to use the exchanged information for technical or operational purposes without any restriction. It relies on uniform principles and global standards, and is achieved through procedures, hardware and software interfaces – points of interaction between those systems that ensure the necessary common understanding. Interoperability is making aviation systems, procedures, equipment and training compatible around the world, and facilitates the provision of seamless services to airspace users.

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