

Common Project 2 workshop Day 1

Stakeholder consultation workshop

Monday, 8 June 2026



Co-funded by the
European Union

1 SETTING THE SCENE



Andreas Boschen
Executive Director
SESAR Joint Undertaking



2 KEYNOTE SPEECH



Filip Cornelis

Aviation Director, DG MOVE

European Commission

COMMON PROJECTS



Common Projects



3 CP2 IN BRIEF



Alain Siebert

Chief Technology and Strategy

SESAR Joint Undertaking

CP2 PRESERVES MASTER PLAN AMBITION BY CREATING A REALISTIC PATH FROM INDUSTRIALISATION TO IMPLEMENTATION AT SCALE



CP2 MUST BE AMBITIOUS ENOUGH TO MOBILISE POLICY SUPPORT AND REALISTIC ENOUGH TO SECURE IMPLEMENTATION

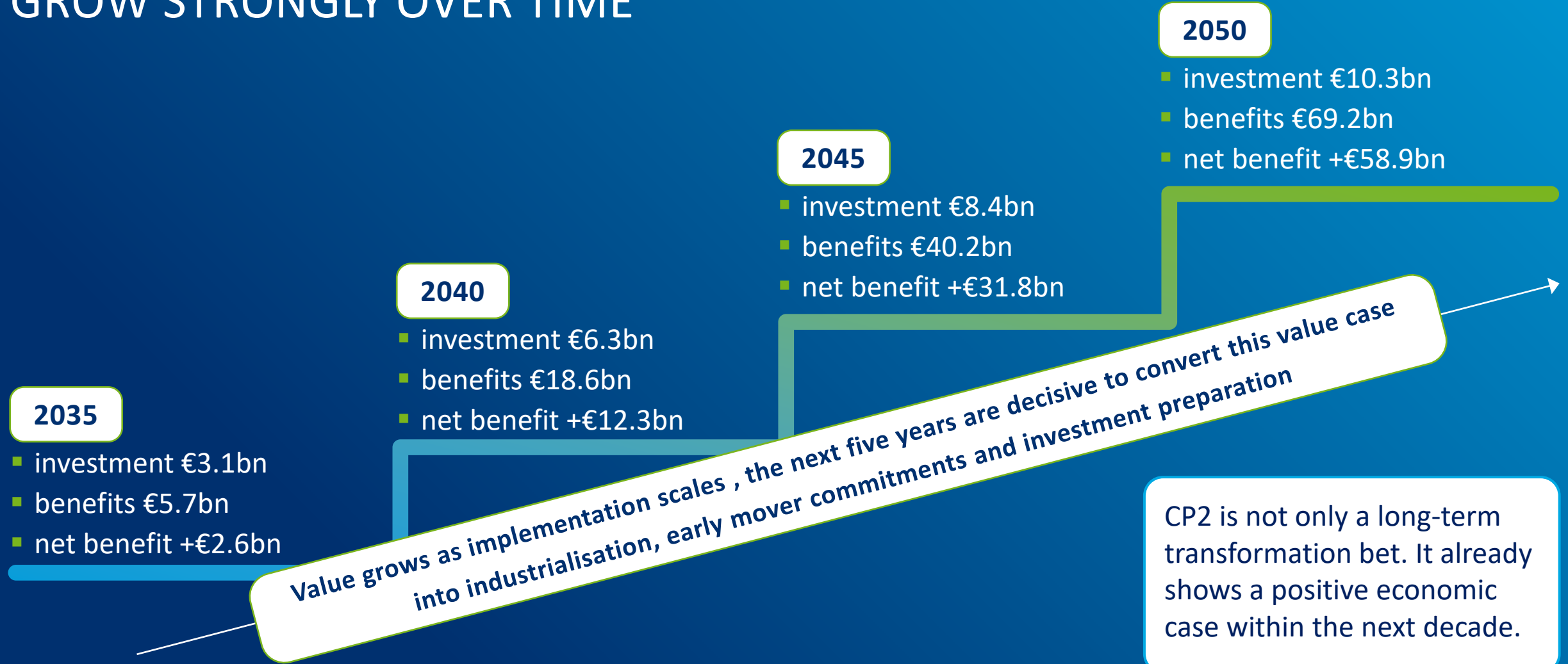
Ambition, with network benefits, competitiveness, resilience and transformation pace

Realism, with industrial readiness, early mover commitments while ensuring operational continuity



CP2 does not choose between ambition and realism.
It uses realism to make ambition deliverable.

CP2 CARRIES A ROBUST EUROPEAN VALUE CASE: BENEFITS EXCEED COSTS ALREADY BY 2035 AND GROW STRONGLY OVER TIME



CP2 IS SELECTIVE BECAUSE ONLY SOME MASTER PLAN PRIORITIES REQUIRE COORDINATED INDUSTRIALISATION AND IMPLEMENTATION

Being outside CP2 does not mean not being important for Europe

Performance, maturity and
EU coordination needs

A wide constellation of
Master Plan SDOs

Strict inclusion criteria



CP2 INCLUDES BUILDING THE DIGITAL FOUNDATIONS FOR TOMORROW'S ATM TRANSFORMATION

CP2 is not only a package of functionalities. It strengthens the foundations needed for future ATM transformation.

Future ATM transformations as per the Master Plan



An enabling regulatory framework

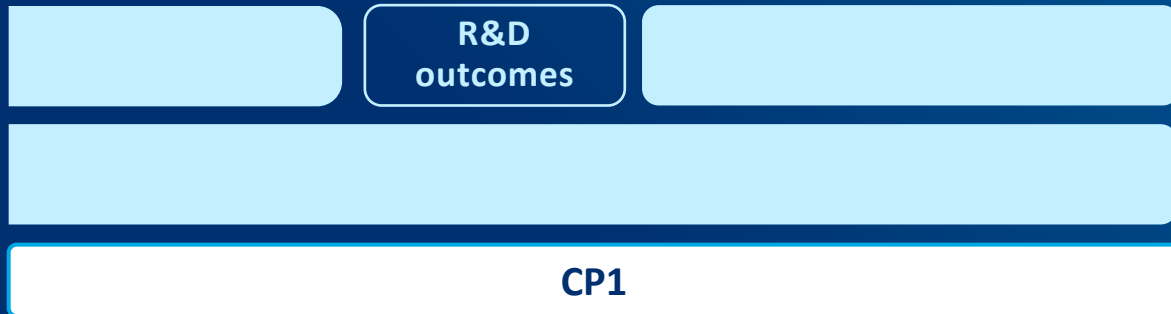
CP2 TAKES INTO ACCOUNT THE MAIN CP1 LESSONS LEARNED

The lesson from CP1 is not to lower ambition, but to industrialise and sequence ambition better.

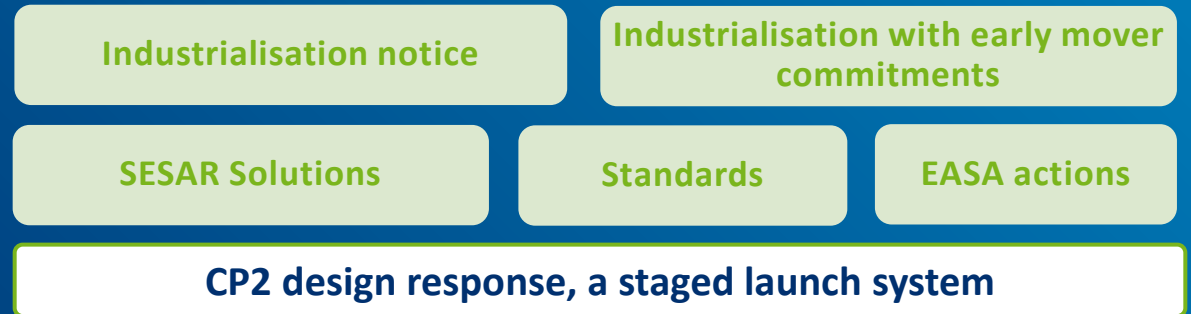


- Standards availability
- Availability of products in the market
- ...

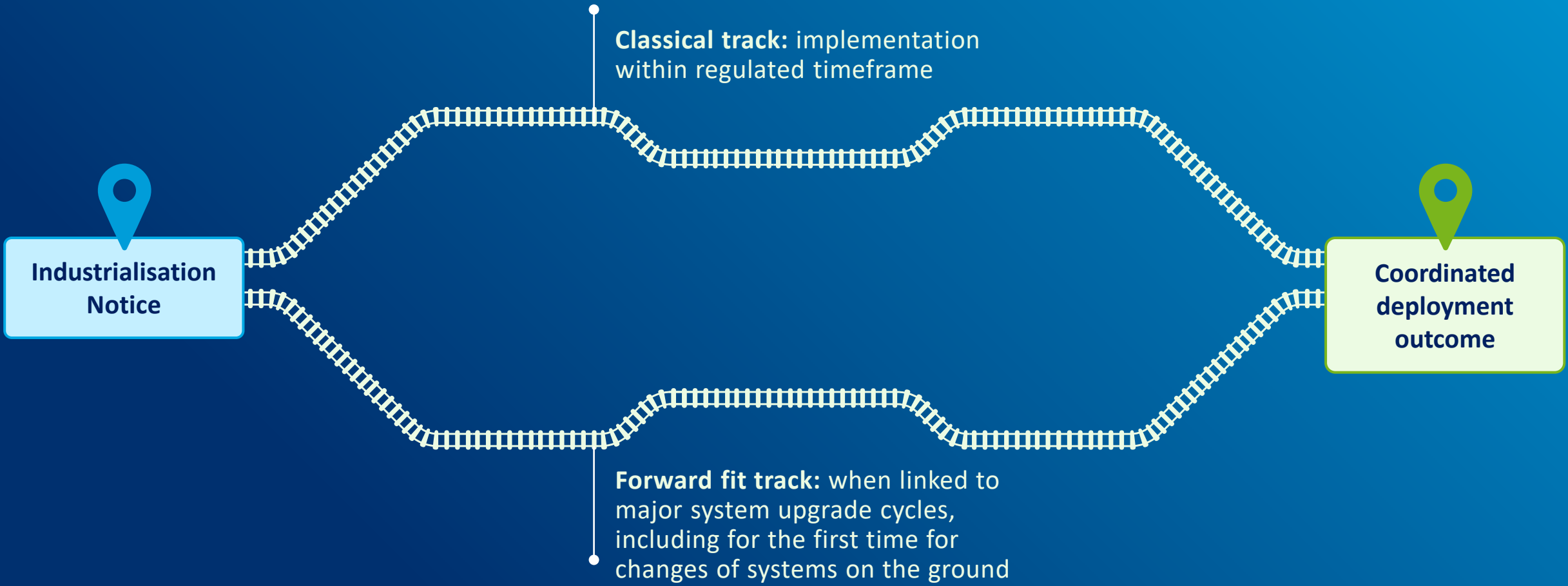
Implementation obligation



Implementation obligation



CP2 USES DIFFERENTIATED IMPLEMENTATION APPROACHES BECAUSE NOT ALL FUNCTIONALITIES SCALE IN THE SAME WAY

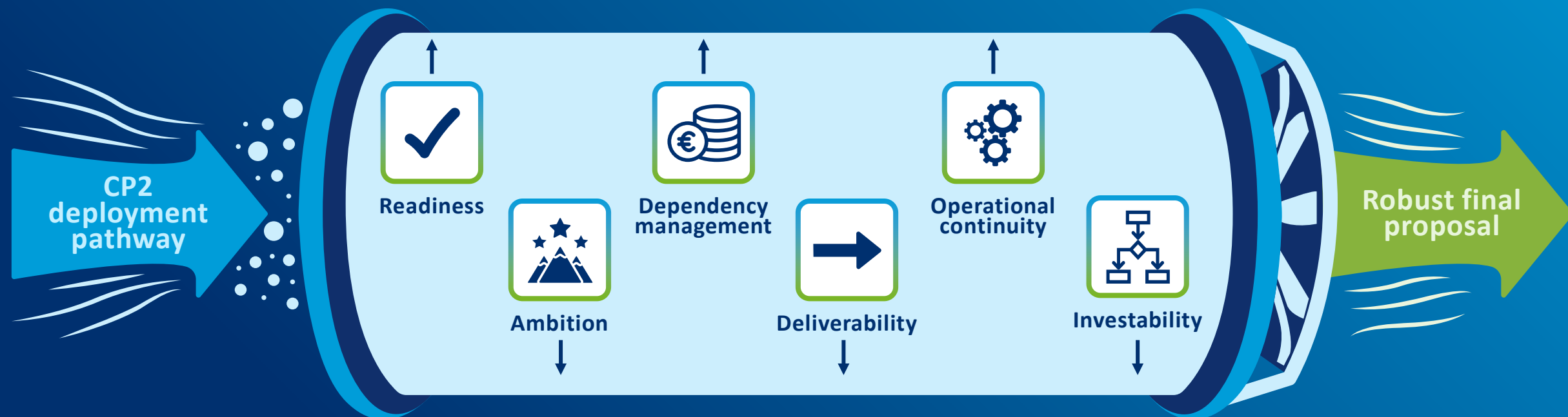


CP2 IS A TWO-SIDED INVESTMENT JOURNEY: CONNECTING UPSTREAM INDUSTRIALISATION WITH OPERATIONAL IMPLEMENTATION

If upstream industrialisation is not credible, implementation cannot scale.
If implementation ambitions are not credible, industrialisation lacks a reliable market signal.



CONSULTATION MUST TEST WHETHER THE CP2 PATHWAY IS AMBITIOUS, CREDIBLE AND IMPLEMENTABLE



4 ATM FUNCTIONALITIES A & E – AIRPORT AND INNOVATIVE AIR MOBILITY



Erik Watzeels

SESAR Development Manager

Brussels Airport

ENHANCING INTEGRATION BETWEEN EUROPEAN AIRPORTS AND THE NETWORK MANAGER

AF A - AIRPORT DATA
SERVICES AND INTEGRATION
WITH THE
NETWORK



Objective

The ATM functionality A aims **to improve the integration of airport operational data into network planning and execution**. It supports improved network predictability, more continuous capacity delivery at airports, safe and resilient operations, the accommodation of military and emerging operational needs, and the reduction of network-wide delays.

ATM sub-functionality A.1

Connected regional airports

ATM sub-functionality A.2

Enhanced airport-NOP tactical planning

ATM sub-functionality A.3

AOP-NOP data enhancement to the strategic and pre-tactical planning phases

CONNECTED REGIONAL AIRPORTS [DA 2.1]

AF A.1

This ATM sub-functionality aims to improve the connectivity between European airports with ATC service and the Network Manager (NM) thanks to the provision of departure planning information (DPI) messages based on target take-off times and a reduced set of turnaround milestones compared to a full airport collaborative decision making (A-CDM) implementation.

STAKEHOLDERS	MANDATORY SERVICE REQUIREMENTS (FOR IMPLEMENTATION)
Air Traffic Service Provider (ATSP)	The airport operator and/or air traffic service provider shall: ■ establish and commonly agree an airport rolling plan ■ provide DPI messages to Network Manager.
Airport Operator (AO)	
Network Manager (NM)	The Network Manager shall integrate validated airport planning data into the network view

ATM SUB-FUNCTIONALITY A.1

AF A - AIRPORT DATA
SERVICES AND INTEGRATION
WITH THE
NETWORK



CONNECTED REGIONAL AIRPORTS [DA 2.1]

Implementation applicability area

Airport	☒ Airports with 60k–150k IFR movements ¹ and no A-CDM implemented (by the end of 2025)
TWR	
TMA	
ER	
Network	

Implementation timeframe



Standardisation Actions

- Development of a new standard (i.e., Eurocontrol specification) for the exchange of departure planning information (DPI)
- Update of ED-141A “Minimum Technical Specifications for Airport CDM Systems”
- Update of EUROCONTROL Specification for Airport Collaborative Decision Making (A-CDM)

Actions for EASA

- Update of ATM/ANS GE (ground equipment) 2023/1768: Annex III: Part ATM/ANS.EQMT.DEC DS.GE.SoC

¹ Reference year traffic 2025

ATM SUB-FUNCTIONALITY A.2

AF A - AIRPORT DATA
SERVICES AND INTEGRATION
WITH THE
NETWORK



ENHANCED airport-NOP tactical planning [DA 2.2]

AF A.2

This sub-functionality aims to support better integration of European airports and the network via enhanced tactical planning through an airport-to-airport collaborative planning process. It consists of a direct coordination process between the airports. Its purpose is to resolve demand capacity balancing (DCB) issues at the destination airport before the AOP-NOP process starts, and within the existing Air Traffic Flow and Capacity Management (ATFCM) framework.

STAKEHOLDERS	MANDATORY SERVICE REQUIREMENTS (FOR IMPLEMENTATION)
Air Traffic Service Provider (ATSP)	The airport operator and/or air traffic service provider: ■ When a Demand Capacity Balancing issue is identified at the airport of destination (ADES), ADES shall have the capability to trigger a collaborative airport to airport process with the airport of departure (ADEP). ■ If the collaborative airport-to-airport process is successful, the airport of destination shall provide the desired Target Time of Arrival (TTA) to the network manager.
Airport Operator (AO)	

ATM SUB-FUNCTIONALITY A.2

AF A - AIRPORT DATA
SERVICES AND INTEGRATION
WITH THE
NETWORK



ENHANCED AIRPORT-NOP TACTICAL PLANNING [DA 2.2]

Implementation applicability area

Airport	☒ Airports with: ▪ $\geq 60k$ annual IFR movements ▪ 42k–60k annual IFR movements^{1 2}
TWR	
TMA	
ER	
Network	

Implementation timeframe



Standardisation Actions

- Development of a new standard (i.e., Eurocontrol specification) for the exchange of DPI
- Development of a new standard describing the data exchanges required for the airport-to-airport coordination process

Actions for EASA

- Update of ATM/ANS GE (ground equipment) 2023/1768: Annex III: Part ATM/ANS.EQMT.DEC DS.GE.SoC

¹ with Advanced ATC TWR in place

² with a peak seasonal impact on the network with an average delay ≥ 5 min per departure

AOP-NOP data enhancement to the strategic and pre-tactical planning phases [DA 2.2]

AF A.3

This sub-functionality aims to improve the integration of European airports and the network via enhanced tactical planning. Enhancing data exchange between the NOP and network connected airports is expected to increase the predictability of operations through earlier, more accurate, and more consistent information exchange with the network.

STAKEHOLDERS	MANDATORY SERVICE REQUIREMENTS (FOR IMPLEMENTATION)
Airspace Users (AU)	The Airspace User shall provide the Airport Operator with up-to-date flight schedule information, as soon as it is available or at an agreed update frequency, regarding the latest changes to flights.
Airport Operator (AO)	The airport operator shall implement a mechanism to predict passenger demand and determine the best possible demand forecast on the airport processes.

ATM SUB-FUNCTIONALITY A.3

AF A - AIRPORT DATA
SERVICES AND INTEGRATION
WITH THE
NETWORK



AOP-NOP data enhancement to the strategic and pre-tactical planning phases [DA 2.2]

Implementation applicability area

Airport	☒ Airports requested to implement extended AOP in CP1
TWR	
TMA	
ER	
Network	

Implementation timeframe



Standardisation Actions

- Development of a new standard (i.e., Eurocontrol specification) for the exchange of DPI
- Development of a new standard for passenger demand prediction

Actions for EASA

- Update of ATM/ANS GE (ground equipment) 2023/1768: Annex III: Part ATM/ANS.EQMT.DEC DS.GE.SoC

AF E – INTEGRATING REMOTELY PILOTED AIRCRAFT SYSTEMS FLYING UNDER INSTRUMENT FLIGHT RULES INTO CIVIL AIRSPACE

AF E - ENABLE INNOVATIVE AIR MOBILITY (IAM) AND DRONE OPERATIONS



Objective

ATM Functionality E consists of one ATM sub-functionality E.1 “Integration of IFR RPAS”.
The objective of this AF is to **ensure that the European ATM system provides the same level of service to RPAS flying under IFR as to IFR manned aircraft.**

ATM sub-functionality E.1

Integration of IFR RPAS

Integration of IFR RPAS [DA 10.1]

AF E.1

This sub-functionality aims to implement system support and procedures to integrate RPAS flying under instrument flight rules (IFR) in airspaces A to C. This includes certified IFR RPAS and State aircraft that are not subject to civil airworthiness certification but are capable of flying IFR and may choose to operate in accordance with general air traffic (GAT) rules.

STAKEHOLDERS	MANDATORY SERVICE REQUIREMENTS (FOR IMPLEMENTATION)
Air Traffic Service Provider (ATSP)	ATSPs shall provide General Air Traffic IFR (Instrumental Flight Rules) RPAS with the same ATC service as that provided to manned IFR aircraft, subject to the specific procedures and contingency arrangements applicable to RPAS.
Airspace Users (AU)	Airspace Users shall: - operate under ATC clearance in controlled airspace, but allow immediate pilot action in emergencies, with ATC notified as soon as possible afterward. - continuously use systems for traffic awareness and interoperable airborne collision avoidance (e.g., TCAS/ACAS), following the same rules as crewed aircraft. - ensure proper communication during contingencies (e.g., lost-link procedures with ADS-C/CPDLC updates) and use onboard safety equipment when fitted, with limited exemptions for State aircraft.

ATM SUB-FUNCTIONALITY E.1

AF E - ENABLE INNOVATIVE
AIR MOBILITY (IAM) AND
DRONE OPERATIONS



Integration of IFR RPAS [DA 10.1]

Implementation applicability area

Airport	
TWR	
TMA	☒ Airspace Classes A to C / SES airspace
ER	☒ Airspace Classes A to C / SES airspace
Network	

Implementation timeframe



Standardisation Actions

- Ongoing (RMT 0230)

Actions for EASA

- To update the Standard European Rules of the Air (SERA)
- To update Commission Implementing Regulation (EU) 2017/373 defining ATC procedures
- To update Commission Regulation 2015/340 to include ATCO training requirements
- To update the DS for the attestation of ATM/ANS systems as per IR 2023/1768

Additional regulatory actions

- National AIPs for all States in the area of applicability should publish provisions, including where necessary local provisions

Q&A SESSION

ATM Functionality A & E – Airport and Innovative Air Mobility



Luca Crecco

Innovation & Market Uptake Officer

SESAR Joint Undertaking

5 ATM FUNCTIONALITIES B, C & D – DYNAMIC AIRSPACE CONFIGURATION, TBO & CAPACITY ON DEMAND



Frédéric Lecat

Deputy Head of ATM Systems Domain

DSNA

IMPROVING DEMAND AND CAPACITY BALANCING WITH HIGHER AIRSPACE GRANULARITY AND DYNAMICITY

AF B – DYNAMIC AIRSPACE
CONFIGURATION



Objective

The objective of the ATM functionality B is **to transition to higher levels of granularity and dynamicity in airspace configurations** than today's. With greater dynamicity, demand and capacity balancing (**DCB**) **can be performed more precisely** by scaling airspace capacity to match the evolving complexity and density of traffic demand and military needs during the pre-tactical and tactical phases.

ATM sub-functionality B.1

Dynamic airspace configuration

Dynamic airspace configuration [DA 3.1]

AF B.1

This ATM functionality aims to make better use of available ATC capacity and to achieve a more balanced distribution of ATC workload, thereby reducing demand–capacity imbalances. These dynamic solutions will minimise delays for Airspace Users by increasing flexibility in how sectors are organised, supporting the implementation of advanced airspace management concepts.

STAKEHOLDERS	MANDATORY SERVICE REQUIREMENTS (FOR IMPLEMENTATION)
Air Traffic Service Provider (ATSP)	In the area (either assigned by ICAO or by delegation) where an ATSP provides ATC services, the ATSP shall: ■ provide the Network Manager with their pre-defined sector configurations in the strategic phase, as well as peak and sustain capacity values for nominal and degraded service modes. ■ perform an automated “what-if analysis” integrating dynamic sector configurations and demand measures in support of their decision-making process in the pre-tactical and tactical phases.
Network Manager (NM)	The Network Manager shall support ATSPs in conducting the “what-if analysis”, using existing NM applications, tools and NM B2B exchanges.

ATM SUB-FUNCTIONALITY B.1

AF B – DYNAMIC AIRSPACE
CONFIGURATION



Dynamic airspace configuration [DA 3.1]

Implementation applicability area

Airport	
TWR	
TMA	
ER	☒ Airspace of EU Member States + Norway & Switzerland
Network	

Implementation timeframe



Standardisation Actions

None

Actions for EASA

None

MOVING TO TRAJECTORY-BASED OPERATIONS

AF C – TRANSFORMATION TO
TRAJECTORY-BASED
OPERATIONS (TBO)



Objective

Trajectory-based operation (TBO) is the cornerstone of the Digital European Sky, representing a significant paradigm shift in air traffic management (ATM): **moving from a reactive, constraint-driven system to a proactive, performance-based environment.**

By leveraging 4D trajectory data, TBO enables a seamless trajectory that delivers airline **cost-efficiency benefits** while **ensuring network-wide capacity goals.**

TBO enables tangible gains in operational predictability, a **significant reduction in CO2 footprints** through optimised flight profiles, and the scalability required to meet future air traffic demands while maintaining the highest safety standards.

ATM sub-functionality C.1

European ATS B2 Performance-Based Communications and Surveillance area

ATM sub-functionality C.2

Dynamic RAD

ATM SUB-FUNCTIONALITY C.1

AF C – TRANSFORMATION TO
TRAJECTORY-BASED
OPERATIONS (TBO)



European ATS B2 Performance-Based Communications and Surveillance area [DA 5.1 & DA 5.2]

AF C.1

This ATM sub-functionality covers the deployment of the following ADS-C and CPDLC ATS B2 services for en-route/TMA: Datalink initiation service (DLIC), ATC communications management (ACM) service, Clearance request and delivery (CRD) service, ATC microphone check (AMC) service, Information exchange and reporting (IER) service, and 4-dimensional trajectory datalink (4DTRAD) service.

STAKEHOLDERS	MANDATORY SERVICE REQUIREMENTS (FOR IMPLEMENTATION)
Air Traffic Service Provider (ATSP)	The ATSP shall: ■ Establish arrangements with ADSPs and deliver core CPDLC/ADS-C services via air–ground communications ■ Exchange, subscribe to and use ADS-C data across ATSPs to maintain continuity of aircraft information throughout areas of responsibility ■ Handle all CPDLC/ADS-C messages, integrate tools into controller working positions and ensure service availability (including for legacy-certified aircraft)
ATM Data Service Providers (ADSPs)	ADSPs providing ATS-B2 services shall ensure the confidentiality of CPDLC and ADS-C data and shall use such data only for the activities for which they are certified.
Airspace Users (AU)	The Airspace Users shall: ■ Equip aircraft with ATS B2 capabilities ■ Ensure reliable operation & compliance ■ Maintain continuous connectivity & applicability

ATM SUB-FUNCTIONALITY C.1

AF C – TRANSFORMATION TO
TRAJECTORY-BASED
OPERATIONS (TBO)



European ATS B2 Performance-Based Communications and Surveillance area [DA 5.1 & DA 5.2]

Implementation applicability area

Airport	
TWR	
TMA	
ER	☒ Controlled airspace above FL 245 (EU region + Norway & Switzerland)
Network	

Implementation timeframe



Standardisation Actions

- Update of the ATS B2 standards
- Development of a new standard to support the certification of the cockpit CPDLC HMI for its use with the advanced CPDLC applications enabled by the CP2 services down to FL245, including the push-to-load functionality
- Development of a new standard to support the certification of the ATS B2 application clock resilience to GNSS interference

Actions for EASA

- Update of the SERA
- Update of the CS-ACNS
- Update of the DS for the attestation of ATM/ANS systems

Additional regulatory actions

- Publication in national AIPs the provisions for guarantee of accommodation of non-equipped State aircraft in ATS B2 airspace

ATM SUB-FUNCTIONALITY C.2

Dynamic RAD [DA 5.3]

AF C – TRANSFORMATION TO
TRAJECTORY-BASED
OPERATIONS (TBO)



AF
C.2

This ATM sub-functionality addresses the introduction of dynamicity in the route availability document (RAD). The objective is to make flight planning in Europe more flexible and efficient by allowing for the temporary relaxation of airspace restrictions, so airlines can file more efficient trajectories that were previously not available by static rules, saving fuel and time.

STAKEHOLDERS	MANDATORY SERVICE REQUIREMENTS (FOR IMPLEMENTATION)
Air Traffic Service Provider (ATSP)	ATSPs shall: ■ establish and maintain a RAD catalogue ■ share their RAD catalogue with NM ■ make available RAD restrictions status to other ATSPs
Airspace Users (AU)	Airspace Users shall be able to: ■ process dynamic RAD restrictions as published by the Network Manager ■ file or adapt in a timely manner a flight plan (eFPL) in accordance with the dynamic RAD information provided by the Network Manager

ATM SUB-FUNCTIONALITY C.2

Dynamic RAD [DA 5.3]

AF C – TRANSFORMATION TO
TRAJECTORY-BASED
OPERATIONS (TBO)



Implementation applicability area

Airport	
TWR	
TMA	
ER	☒ ATSPs providing en-route ATC services in EU region + Norway and Switzerland that applies RAD restrictions
Network	

Implementation timeframe



Standardisation Actions

- Update or development of the EUROCONTROL specifications, as necessary

Actions for EASA

- Update of the Detailed Specification for the attestation for ATM/ANS equipment 2023/1768

ADDING A NEW RESILIENCE AND CAPACITY ON DEMAND CAPABILITY

AF D – VIRTUALISATION OF OPERATIONS



Objective

The ATM functionality D aims to **establish an EU wide capability for ATSU-to-ATSU capacity-on-demand in en-route operations**, as a concrete operational expression of virtualisation of operations while preserving the operational responsibility of the concerned ATSPs to decide when and where a specific use case is prepared and activated.

ATM sub-functionality D.1

Virtualisation of operations

Virtualisation of operations [DA 6.1]

AF D.1

This functionality establishes the technical and operational capability for ATSU-to-ATSU capacity-on-demand in en-route operations. It does not require routine or permanent delegation of ATS between ATSUs. It ensures that the European ATM system progressively becomes capable of supporting such delegation safely, securely and efficiently where resilience, continuity of service or capacity management justifies its use.

STAKEHOLDERS	MANDATORY SERVICE REQUIREMENTS (FOR IMPLEMENTATION)
Air Traffic Service Provider (ATSP)	The ATSPs shall: ■ Ensure that transition planning and technical architecture do not prevent future use of ATSU-to-ATSU capacity-on-demand ■ Carry out required safety assessments and change management ■ Maintain coordination, including civil-military coordination where applicable, and liaise with the Network Manager when activation affects network operations and performance. ■ Support capacity-on-demand through appropriate operational configuration and data management aligned with SDO 8
ATM Data Service Providers (ADSPs)	ADSPs shall comply with the applicable SDO 8 requirements for the relevant air traffic data services
Network Manager (NM)	The Network Manager shall: ■ Support activation of ATSU-to-ATSU capacity on demand where it impacts network operations, while leaving the decision to activate with the responsible ATSPs. ■ Ensure that network operations reflect any activated capacity changes ■ Use and align operational systems with the agreed configurations and shared data to effectively support capacity-on-demand impacts across the network.

ATM SUB-FUNCTIONALITY D.1

AF D – VIRTUALISATION OF OPERATIONS



Virtualisation of operations [DA 6.1]

Implementation applicability area

Airport	
TWR	
TMA	
ER	☒ Airspace of EU Member States
Network	

Implementation timeframe



Industrialisation Notice
(It shall not be issued before the G.1 Industrialisation Notice, reflecting its dependency on the SDO 8 technical architecture)



Target Implementation Date
(Max 5 years after issuance of the Industrialisation. ATSPs: subject to SDO 8 capability availability and the IFAV regulatory framework)

Standardisation Actions

- EUROCAE WG 122 to develop the relevant standards and technical artefacts

Actions for EASA

- Develop or update the regulatory material necessary to enable an EU harmonised IFAV based en-route ATCO validation framework under Regulation (EU) 2015/340, as amended by Commission Implementing Regulation (EU) 2023/893.

Q&A SESSION

ATM Functionalities B, C & D – Dynamic Airspace Configuration,
TBO & Capacity on Demand



Moderator

Cristian Pradera

Planning Manager

SESAR Deployment Manager

Q&A SESSION

ATM Functionalities B, C & D – Dynamic Airspace Configuration,
TBO & Capacity on Demand



Cristian Pradera

Planning Manager

SESAR Deployment Manager

SCAN TO SUBMIT YOUR QUESTION:



Coffee Break
15:15 – 15:40

6 CP2 COST-BENEFIT ANALYSIS



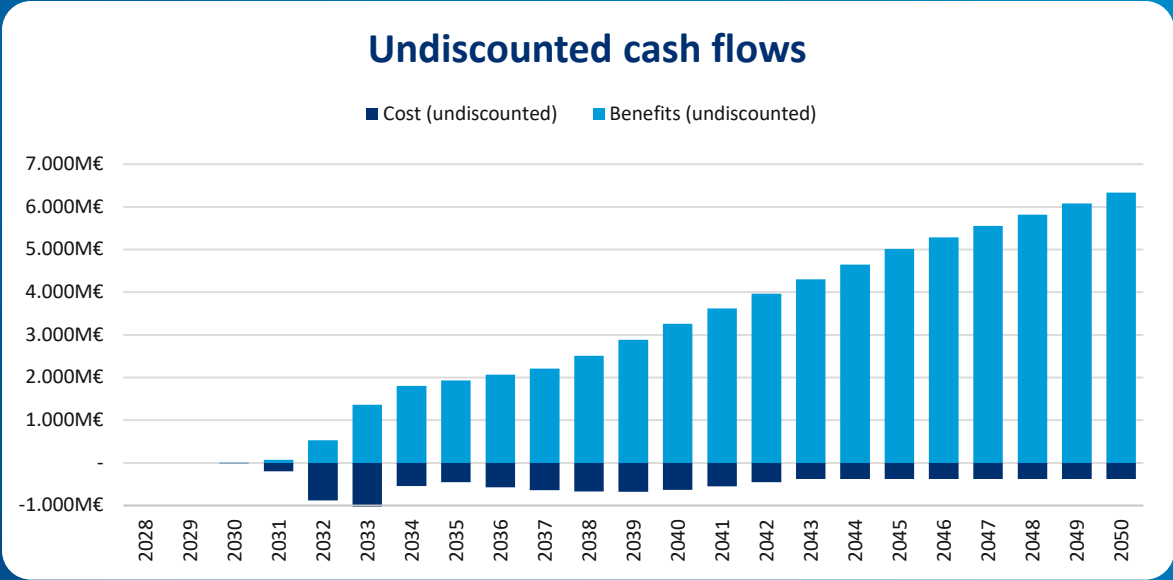
Ralph Schwarzendahl

SESAR Programme Manager

Lufthansa

CP2 SHOWS A POSITIVE ECONOMIC CASE ALREADY BY 2035 AND GROWING BENEFITS OVER TIME

TIME HORIZON	INVESTMENTS Billion €	BENEFITS Billion €	PAYBACK YEAR
2028-2035	3.1	5.7	2034
2028-2040	6.3	18.6	
2028-2045	8.4	40.2	
2028-2050	10.3	69.2	



IMPLEMENTATION INVESTMENT NEEDS BY ATM STAKEHOLDERS

Already large investments during RP5

ATM FUNCTIONALITY	IMPLEMENTATION INVESTMENT NEEDS UP TO 2035 (in EUR)	TOTAL IMPLEMENTATION INVESTMENT NEEDS UP TO 2050 (in EUR)	SHARE INCURRED BY 2035
AF A – Airport data services and integration with network	€259 million	€599 million	43%
AF B – Dynamic airspace configuration	€48 million	€90 million	53%
AF C – Trajectory based operations	€424 million	€677 million	63%
AF D – Virtualisation of operations	€147 million	€1,396 million	11%
AF E – IFR RPAS integration	€1,655 million	€3,079 million	54%
AF F – Multilink connectivity	€367 million	€2,980 million	12%
AF G – Service oriented delivery model	€216 million	€1,504 million	14%
Total CP2	€3,115 million	€10,325 million	30%

SIGNIFICANT INDUSTRIALISATION INVESTMENT NEEDS

SIGNIFICANT INDUSTRIALISATION INVESTMENTS	PERIOD	CURRENT STATUS IN CBA	INDICATIVE INVESTMENT NEEDS
AF G (SDO 8) Service oriented delivery model	Before 2035	Included based on initial input from major European ATM system manufacturers	Around €1 billion
AF F (SDO 7) Multilink and future connectivity architecture	Before 2035	To be consolidated in the final version	Expected to be substantial
Other AF industrialisation actions	Before 2035	Reflected mainly through standards, EASA actions and implementation prerequisites	To be refined where relevant

CP2 CONTRIBUTION TO MASTER PLAN PERFORMANCE AMBITIONS BY KPA

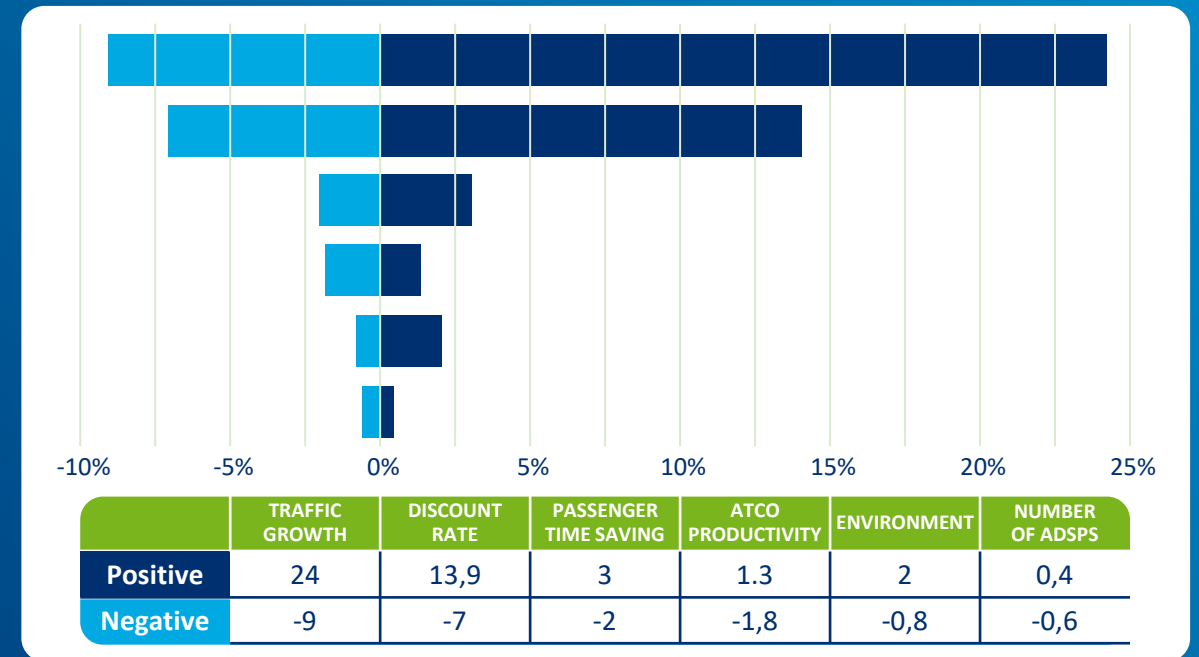
Helping avoid network performance degradation

KPA	MASTER PLAN CP1 PLUS PHASE C PERFORMANCE AMBITION, COMPARED WITH 2023	CP2 CBA QUANTIFIED ASSUMPTION, COMPARED WITH CP2 REFERENCE SCENARIO	INDICATIVE CP2 CONTRIBUTION COMPARED WITH MASTER PLAN ENVELOPE*
Airspace capacity, en-route and TMA	Plus 60 percent	Plus 45 percent	Around 75 percent of the CP1 plus Phase C ambition
Airport capacity	Plus 15 percent	Not in scope of CP2	Not in scope of CP2
Environment, fuel and CO₂	Minus 109 kg per flight, corresponding to minus 1.6 percent	Minus 25 kg per flight	Around 23 percent of the CP1 plus Phase C fuel saving ambition
Passenger time saving, departure punctuality	Minus 0.9 minutes per flight	Minus 0.9 minutes per flight	Aligned with the CP1 plus Phase C ambition
Cost efficiency, ANS cost reduction	Minus 164 euro per flight	Minus 100 euro per flight	Around 61 percent of the CP1 plus Phase C ambition

*indicative because the baseline assumptions are not 100% equivalent (2023 vs CP1 + pure voluntary implementation of the SDOs)

The economic case remains positive across all tested downside sensitivities, although the level of net benefits varies. The largest downside sensitivity tested reduces the value case but does not turn it negative.

SENSITIVITY DRIVERS	VALUES	RANGE
Traffic growth	STATFOR base +57%	0% to 92%
Discount rate	8%	4% to 12%
Passenger time saving	0,9 min/flight	0.5 to 1.5
ATCO productivity	-100 €/flight	- 50 % to + 50%
Environment	25 kg/flight	15 – 50
Number of ADSPs	13 units	3 to 29



Q&A SESSION

CP2 Cost Benefit Analysis



Serge Bagieu

Head of Programme Management

SESAR Joint Undertaking



**SUBMIT YOUR
QUESTION IN SLIDO**

EXECUTIVE ROUND TABLE

Balancing ambition and realism in CP2



SUBMIT YOUR
QUESTION IN SLIDO



Moderator

Heiko Teper

Head of Strategy and
Technical Execution

SESAR Deployment Manager



Carole Martin

Head of Systems Marketing,
Multi-programme projects and ATM

Airbus



Friedrich-Wilhelm Menge

Chief Technology Officer

DFS



Luc Laveyne

Senior Advisor Innovation and
Single European Sky

ACI Europe



Malik Doole

Director, Global Business
Development & Regulatory Affairs

Unifly



Philippe Useo

Professional Staff Organisation

ATCEUC



Raphael Eyrolle

Head of ATM-CNS

Air France



Victor Martinez

Executive Vice President ATM

Indra

End of Day 1
Thank you!



Networking Drink

17:30 – 18:30



Common Project 2 workshop Day 2

Stakeholder consultation workshop

Tuesday, 9 June 2026



Co-funded by the
European Union

7 WELCOME REFLECTIONS FROM DAY 1



Alain Siebert

Chief Technology and Strategy

SESAR Joint Undertaking

8 ATM FUNCTIONALITY F – MULTILINK



Nicolas Eertmans
CNS Programme Manager
EUROCONTROL

TRANSITIONING TOWARD A COMMON EUROPEAN BACKBONE FOR PERFORMANCE-DRIVEN ATALINK COMMUNICATIONS

AF F – TRANSITION TOWARDS HIGH
PERFORMANCE OF AIR-GROUND
CONNECTIVITY (MULTILINK)

Objective

The ATM functionality F aims to **implement the future European air-ground communication environment, built around a common European backbone, to enable performance-driven datalink communications** in support of ATS performance requirements and, in particular, the additional data exchanges needed for TBO (SDO 5).

ATM sub-functionality F.1

Transition towards high performance of air-ground connectivity (multilink)

A/G SATCOM over the L-band subnetwork component

ATM sub-functionality F.2

Transition towards high performance of air-ground connectivity (multilink)

Common European backbone component

ATM sub-functionality F.3

Transition towards high performance of air-ground connectivity (multilink)

A/G subnetwork component LDACS

ATM sub-functionality F.4

Transition towards high performance of air-ground connectivity (multilink)

A/G subnetwork component HYCON

ATM sub-functionality F.5

Transition towards high performance of air-ground connectivity (multilink)

Aircraft multilink connectivity

ATM sub-functionality F.6

Transition towards high performance of air-ground connectivity (multilink)

Transition to IPS

Six sub-functionalities in a single managed multilink environment

Transition towards high performance of air-ground connectivity (multilink) – A/G SATCOM over the L-band subnetwork component [DA 7.2]

AF F.1

This ATM sub-functionality covers the availability of SATCOM B services in the relevant airspace for equipped aircraft.

STAKEHOLDERS

Air Traffic Service Providers (ATSPs)

MANDATORY SERVICE REQUIREMENTS (FOR IMPLEMENTATION)

ATSPs shall establish contractual arrangements with one or more A/G subnetwork Communication Service Providers (CSPs) to ensure the availability, in the relevant airspace within the area of applicability where it provides ATC services, of SATCOM L-band connectivity capable of supporting ATN B1 and ATS B2 services for aircraft equipped to use that sub-network.

ATM SUB-FUNCTIONALITY F.1

AF F – TRANSITION TOWARDS HIGH
PERFORMANCE OF AIR-GROUND
CONNECTIVITY (MULTILINK)



Transition towards high performance of air-ground connectivity (multilink) – A/G SATCOM over the L-band subnetwork component [DA 7.2]

Implementation applicability area

Airport	
TWR	
TMA	
ER	☒ Selected European ACCs*
Network	

Standardisation Actions

None

Implementation timeframe



Actions for EASA

■ None

*Karlsruhe, Munich, Maastricht, Reims, Marseille, Paris, Bordeaux, Brest, Geneva, Zurich, Rome and Milan

Transition towards high performance of air-ground connectivity (multilink) – common European backbone [DA 7.1]

AF F.2 This ATM sub-functionality covers the common European backbone as the shared ground communication layer for ATS B2 and multilink operations.

STAKEHOLDERS	MANDATORY SERVICE REQUIREMENTS (FOR IMPLEMENTATION)
Air Traffic Service Providers (ATSPs)	The ATSPs shall: - make contractual arrangements with one or more ADSPs for the provision of ATS B2 services - establish a contractual arrangement with one or more A/G subnetwork CSPs to ensure the continued availability of the VDL M2 connectivity necessary to support the transition from the current datalink environment towards ATS B2 service provision through the common European backbone - through a common procurement process, designate a single Common European ATN Backbone CSP
ATM Data Service Provider (ADSP)	Requirements linked to AF G (SDO 8) level 2 services called “datalink services” and “datalink communications”.
Backbone CSP	The backbone Communication Service provider shall: - Enable connectivity for all certified air-ground subnetwork providers supporting ATN B1 and ATS B2 services - Provide real-time operational visibility of datalink communications to ATSPs and the Network Manager - Manage and optimise multilink data routing using administrative and performance-based policies in line with applicable standards

ATM SUB-FUNCTIONALITY F.2

Transition towards high performance of air-ground connectivity (multilink) – common European backbone [DA 7.1]

Implementation applicability area

Airport	
TWR	
TMA	
ER	☒ Controlled airspace above FL 245 (EU region + Norway & Switzerland)
Network	

Implementation timeframe



AF F – TRANSITION TOWARDS HIGH PERFORMANCE OF AIR-GROUND CONNECTIVITY (MULTILINK)



Standardisation Actions

- Development of the European standard for the administrative and performance-based routing policies across the common European backbone and the associated air-ground communication environment.
- Development of the Technical specifications for operational visibility, monitoring and logging functions necessary to support service monitoring, incident management and network oversight through the backbone.
- Clarification of the stakeholder roles, responsibilities and interfaces to ensure effective coordination and implementation.

Actions for EASA

- Update and align regulatory, certification, and supporting material to remain consistent with EU Regulations 2017/373 and 2023/1770.
- Support technical and operational harmonisation by enabling coexistence of OSI and IPS configurations and endorsing standards for administrative and performance-based routing policies.
- Ensure that safety and performance are preserved by addressing security risks.
- Development of the regulatory material required for the certification and oversight of common European backbone.

Transition towards high performance of air-ground connectivity (multilink) – A/G sub-network component
LDACS [DA 7.3]

AF
F.3

This ATM sub-functionality covers the future deployment of LDACS as the new terrestrial safety sub-network.

STAKEHOLDERS	MANDATORY SERVICE REQUIREMENTS (FOR IMPLEMENTATION)
Air Traffic Service Provider (ATSP)	ATSPs shall establish a contractual arrangement with one or more CSPs to ensure the availability of the new terrestrial datalink over the L-band (LDACS) in the airspace of that ATSU within the area of applicability where they provide ATC services.
CNS Programme Manager	The CNS Programme Manager shall publish, no later than 31 December 2029, an updated data link capacity study assessing whether, in the post 2035 horizon, the service requirements in the proposal can still credibly be sustained exclusively through VDL M2 with a satisfactory level of performance, or whether the new terrestrial sub-network becomes necessary to support the target multilink resilience architecture.

ATM SUB-FUNCTIONALITY F.3

AF F – TRANSITION TOWARDS HIGH PERFORMANCE OF AIR-GROUND CONNECTIVITY (MULTILINK)

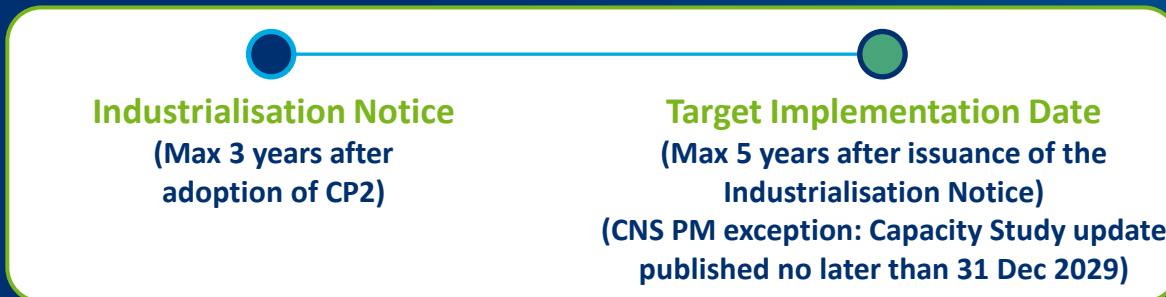


Transition towards high performance of air-ground connectivity (multilink) – A/G sub-network component LDACS [DA 7.3]

Implementation applicability area

Airport	
TWR	
TMA	
ER	☒ Selected European ACCs ^{1 2}
Network	

Implementation timeframe



Standardisation Actions

- The LDACS communication technical standards and ICAO standards required for ground and airborne implementation of the terrestrial safety sub-network.
- The standards and technical artefacts required for integration of LDACS into the multilink architecture.
- The standards required for the LDACS airborne antenna and related interfaces, and where relevant.

Actions for EASA

- Development of the regulatory material required for the certification and oversight of A/G subnetwork service provision over LDACS.

¹ Karlsruhe, Munich, Maastricht, Reims, Marseille, Paris, Bordeaux, Brest, Geneva, Zurich, Rome and Milan.

² The scope may be reassessed based on updated capacity analyses.

ATM SUB-FUNCTIONALITY F.4

AF F – TRANSITION TOWARDS HIGH
PERFORMANCE OF AIR-GROUND
CONNECTIVITY (MULTILINK)



Transition towards high performance of air-ground connectivity (multilink) – A/G sub-network component
HYCON [DA 7.3]

AF F.4

This ATM sub-functionality covers the deployment of the HYCON concept for ATS B2 data traffic, which allows the use commercial sub-networks with fall-back to protected networks.

STAKEHOLDERS

MANDATORY SERVICE REQUIREMENTS (FOR IMPLEMENTATION)

Backbone CSP

The backbone CSP shall allow the connectivity of all subnetwork CSPs providing ATS B2 services through the Hybrid Communications Network technology (HYCON) using A/G commercial sub-networks.

ATM SUB-FUNCTIONALITY F.4

AF F – TRANSITION TOWARDS HIGH PERFORMANCE OF AIR-GROUND CONNECTIVITY (MULTILINK)



Transition towards high performance of air-ground connectivity (multilink) – A/G sub-network component HYCON [DA 7.3]

Implementation applicability area

Airport	
TWR	
TMA	
ER	☒ Controlled airspace above FL 245 (EU region + Norway & Switzerland)
Network	

Implementation timeframe



Standardisation Actions

The following standards and technical artefacts shall be available and stable:

- The HYCON communication technical standards and ICAO standards required for the ground and airborne implementation of HYCON.
- The standards and technical artifacts required for the integration of HYCON into the multilink architecture.

Actions for EASA

- Development of the regulatory material required for the certification and oversight of A/G subnetwork service provision over HYCON.

Transition towards high performance of air-ground connectivity (multilink) – Aircraft multilink connectivity [DA 7.3]

AF
F.5

This ATM sub-functionality covers aircraft connectivity requirements for multilink operations.

STAKEHOLDERS	MANDATORY SERVICE REQUIREMENTS (FOR IMPLEMENTATION)
Airspace Users (AU)	▪ Aircraft filing an IFR flight plan to operate above FL 245 shall be equipped with at least two A/G subnetwork technologies, of which at least one shall be a terrestrial sub-network over the protected spectrum. ▪ For the duration of the flight in the area of applicability of AF C.1, ATS B2-equipped IFR aircraft shall maintain the following active A/G sub-networks connections: ▫ Aircraft equipped with only one A/G subnetwork technology shall maintain one active connection. ▫ Aircraft equipped with two or more A/G subnetwork technologies shall maintain at least two active connections. ▪ Aircraft with individual certificate of airworthiness issued on or after the target implementation date shall be equipped with a radio and airborne router capable of supporting administrative and performance-based prioritisation policies for link selection, as well as capability to monitor link health and manage multilink operations. ATS B2 data traffic shall be prioritised over any other data traffic. ▪ State aircraft are exempt from the equipage requirements and shall be subject to the same connection requirements as non-state aircraft when flying general air traffic, unless an exemption is justified by the security requirements of the mission.

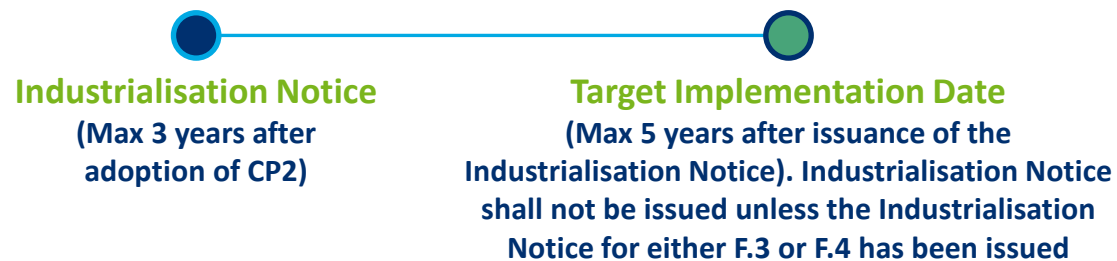
ATM SUB-FUNCTIONALITY F.5

Transition towards high performance of air-ground connectivity (multilink) –
Aircraft multilink connectivity [DA 7.3]

Implementation applicability area

Airport	
TWR	
TMA	
ER	☒ Controlled airspace above FL 245 (EU region + Norway & Switzerland)
Network	

Implementation timeframe



AF F – TRANSITION TOWARDS HIGH PERFORMANCE OF AIR-GROUND CONNECTIVITY (MULTILINK)



Standardisation Actions

- Standards and technical artefacts required for airborne multilink connectivity supporting the SDO 7 architecture.
- Standards and technical artefacts required for the airborne router, including link-health monitoring and multilink management functions.
- Standards and technical artefacts required for implementation in aircraft of the applicable administrative and performance-based prioritisation policies for link selection.

Actions for EASA

- Development or update of the certification material required to support the implementation of the multilink architecture and corresponding administrative and performance-based routing policies.
- Development of the regulatory material required for the certification and oversight of aircraft multilink connectivity.

Transition towards high performance of air-ground connectivity (multilink) – transition to IPS

AF F.6

This ATM sub-functionality covers the managed transition from ATN/OSI to ATN/IPS.

STAKEHOLDERS	MANDATORY SERVICE REQUIREMENTS (FOR IMPLEMENTATION)
Airspace Users (AU)	Aircraft with first type certificate on or after the target implementation date shall be equipped to support ATN/IPS for ATS B2 data traffic.
Backbone CSP	The backbone shall support connectivity to both IPS and OSI aircraft and to the corresponding ATS B2 ADSP configurations for as long as OSI-equipped aircraft remain in operation within the applicability area.
A/G subnetwork CSPs	A/G subnetwork CSPs shall provide connectivity to both OSI and IPS aircraft, where relevant to the sub-network concerned, for as long as OSI-equipped aircraft remain in operation within the applicability area.

Global interoperability safeguard

The Industrialisation Notice for the transition to ATN/IPS shall only be issued once credible commitment by at least one other major world region to implement a compatible ATN/IPS transition within comparable timeframes has been confirmed



ATM SUB-FUNCTIONALITY F.6

AF F – TRANSITION TOWARDS HIGH PERFORMANCE OF AIR-GROUND CONNECTIVITY (MULTILINK)

Transition towards high performance of air-ground connectivity (multilink) – transition to IPS

Implementation applicability area

Airport	
TWR	
TMA	
ER	☒ Controlled airspace above FL 245 (EU region + Norway & Switzerland)
Network	

Implementation timeframe



Standardisation Actions

- Aviation IPS profiles for ATS B2 communications.
- Standards and technical artefacts for ATN/IPS interoperability.
- Standards and artefacts for OSI–IPS gateway interoperability and coexistence.
- Ground architecture support for both OSI-equipped and IPS-enabled aircraft during transition.
- Update of the EUROCAE ED-262A, EUROCAE ED-315 standards and the standard for IPS-OSI gateway.

Actions for EASA

- Update and develop regulatory and certification material to support the transition from ATN/OSI to ATN/IPS.
- Enable safe and effective coexistence of OSI and IPS through interoperability solutions such as gateways, while maintaining global interoperability conditions.
- Ensure the transition preserves safety and performance by addressing cybersecurity risks and developing comprehensive security regulations covering authentication, integrity, gateways and overall architecture.
- Development of the regulatory material required for the certification and oversight of transition to IPS.

Q&A SESSION

ATM Functionalities F – Multilink



Olivia Nunez

Head of Technology and Master Planning

SESAR Joint Undertaking



**SUBMIT YOUR
QUESTION IN SLIDO**

9 ATM FUNCTIONALITY G – NEW SERVICE DELIVERY MODEL



Simona Pierattelli

SESAR Programme Manager

Leonardo

MOVING TO A MODULAR, SERVICE-ORIENTED, AND DATA-CENTRIC EUROPEAN ATM

AF G – SERVICE ORIENTED DELIVERY
MODEL (DATA DRIVEN AND CLOUD-
BASED)



Objective

The new service delivery model shall **progressively enhance flexibility, scalability, resilience and innovation** through a service-oriented architecture. It relies on open and standardized interfaces for ATM technical services and their underlying ATM software functions, supported by platform-agnostic APIs, virtualization and cloud-oriented execution environments.

This architecture shall **enable faster innovation, a higher degree of automation and seamless integration of new services.**

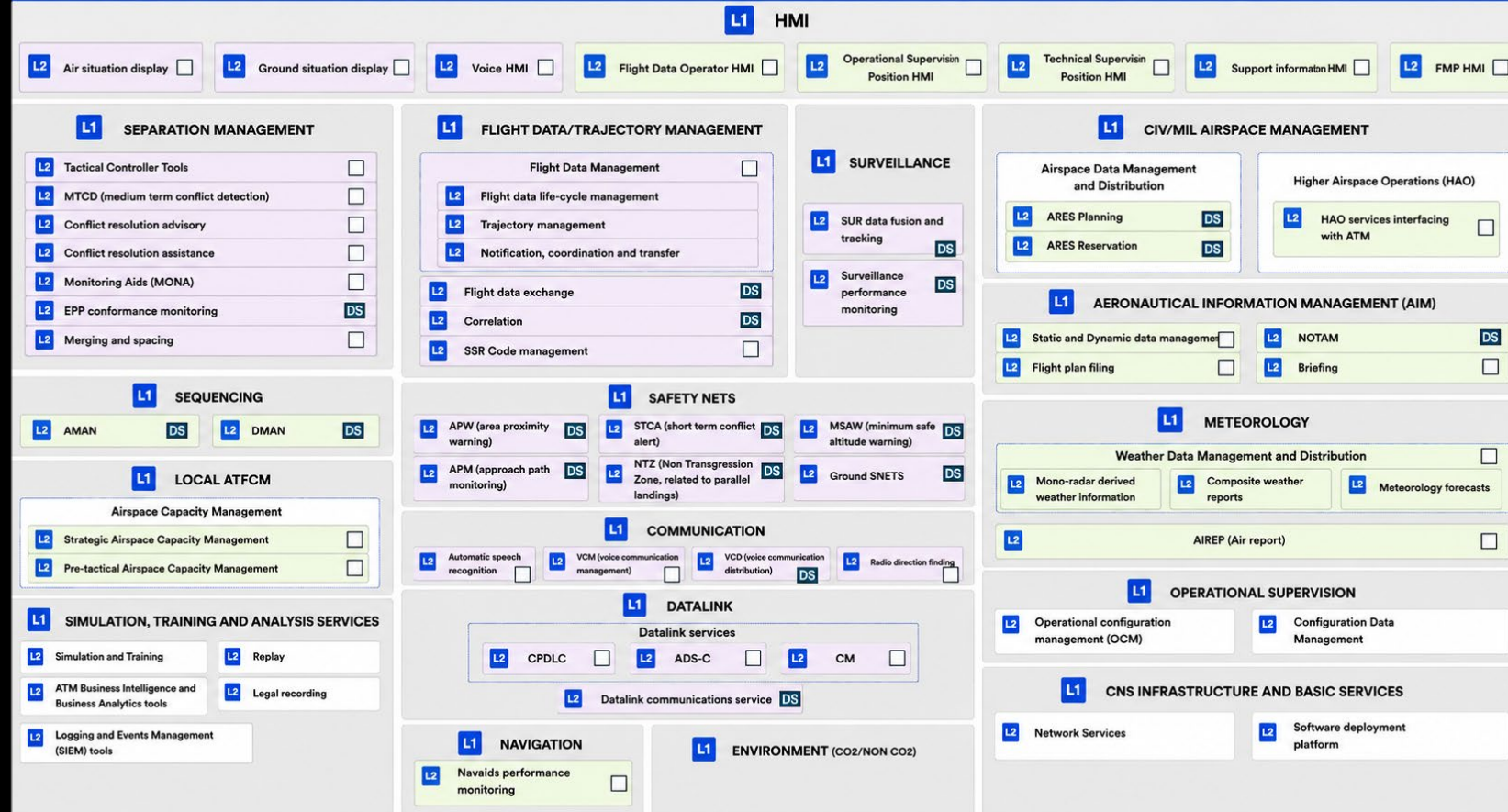
ATM sub-functionality G.1

Service-oriented delivery model
(Data-driven and cloud-based)

TARGET FRAMEWORK: 52 SERVICES

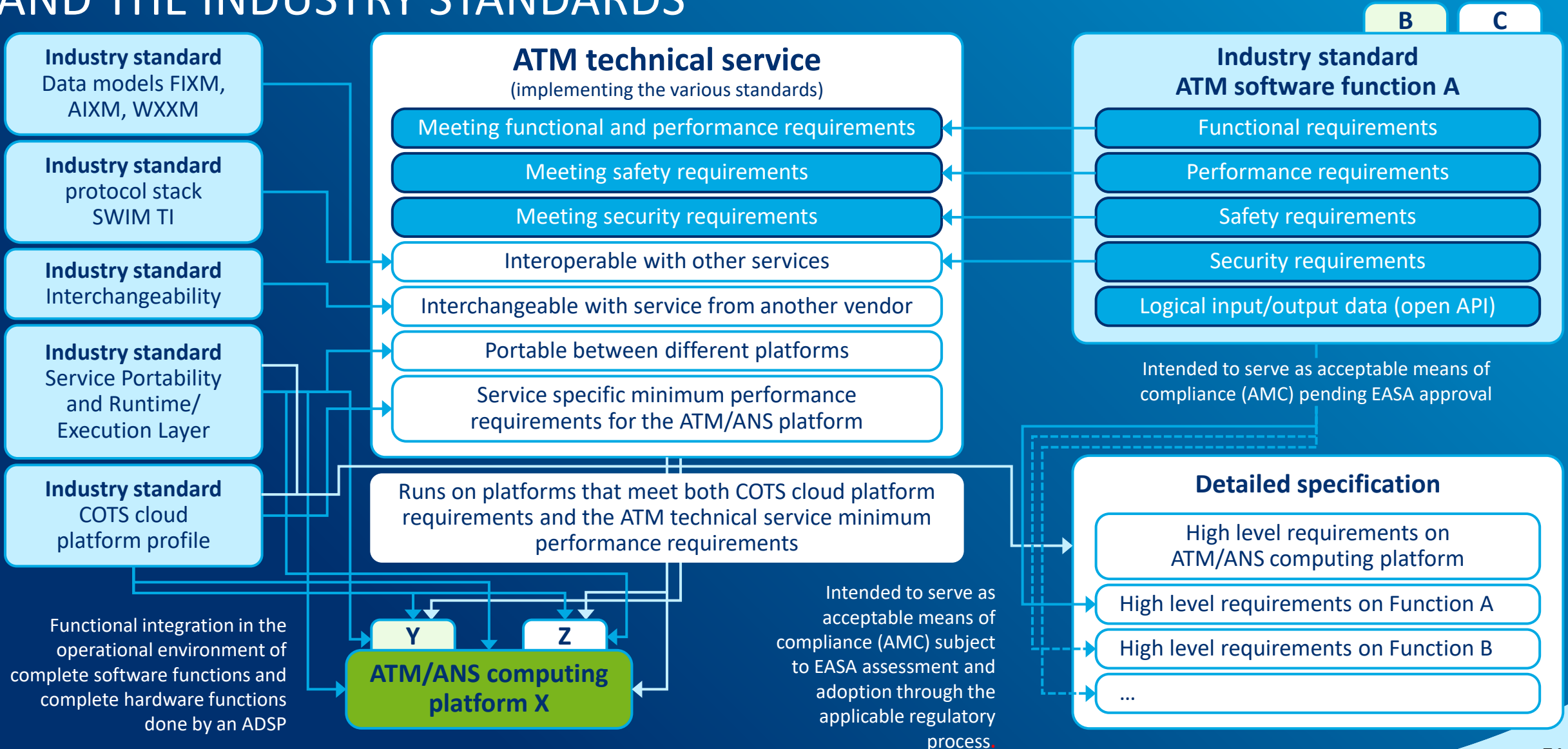
AF G – SERVICE ORIENTED DELIVERY MODEL (DATA DRIVEN AND CLOUD- BASED)

CP2 SDO#8: L1 and L2 services



RELATIONSHIP BETWEEN AN ATM TECHNICAL SERVICE IMPLEMENTATION AND THE INDUSTRY STANDARDS

AF G – SERVICE ORIENTED DELIVERY MODEL (DATA DRIVEN AND CLOUD-BASED)



THE NOTIONS OF INTEROPERABILITY, INTERCHANGEABILITY AND PORTABILITY

AF G – SERVICE ORIENTED DELIVERY
MODEL (DATA DRIVEN AND CLOUD-
BASED

Interchangeability

Ability to replace an ATM software function with another compliant function without redesigning the full service architecture.

Interoperability

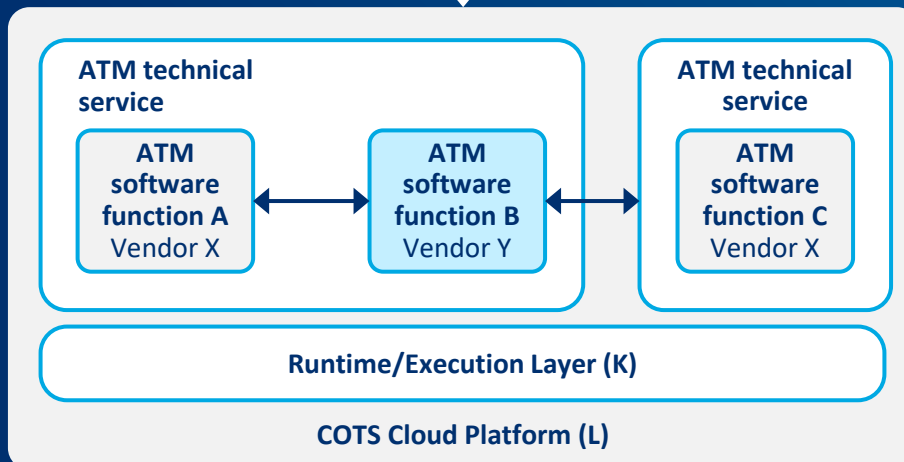
Interoperability

Ability of services/functions to exchange and correctly use information through standardized interfaces.

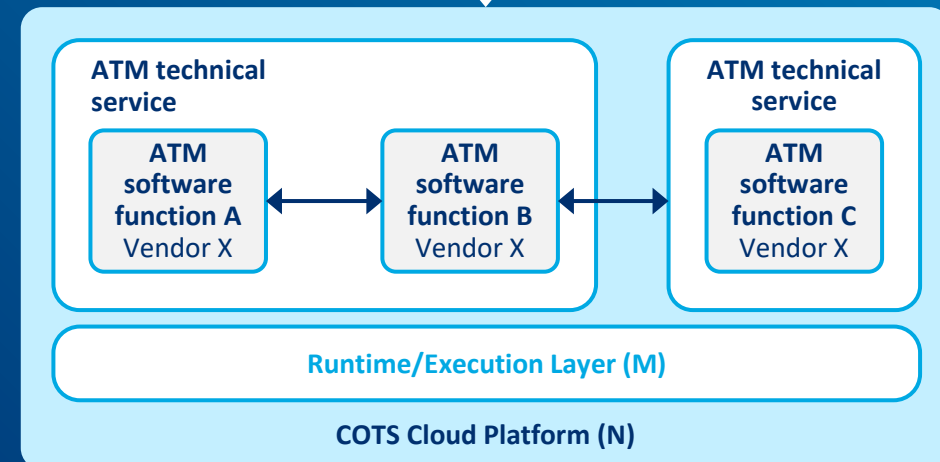
Portability

Ability to deploy the service/function on different compliant runtime/platform environments within a defined hosting envelope.

Interchangeability

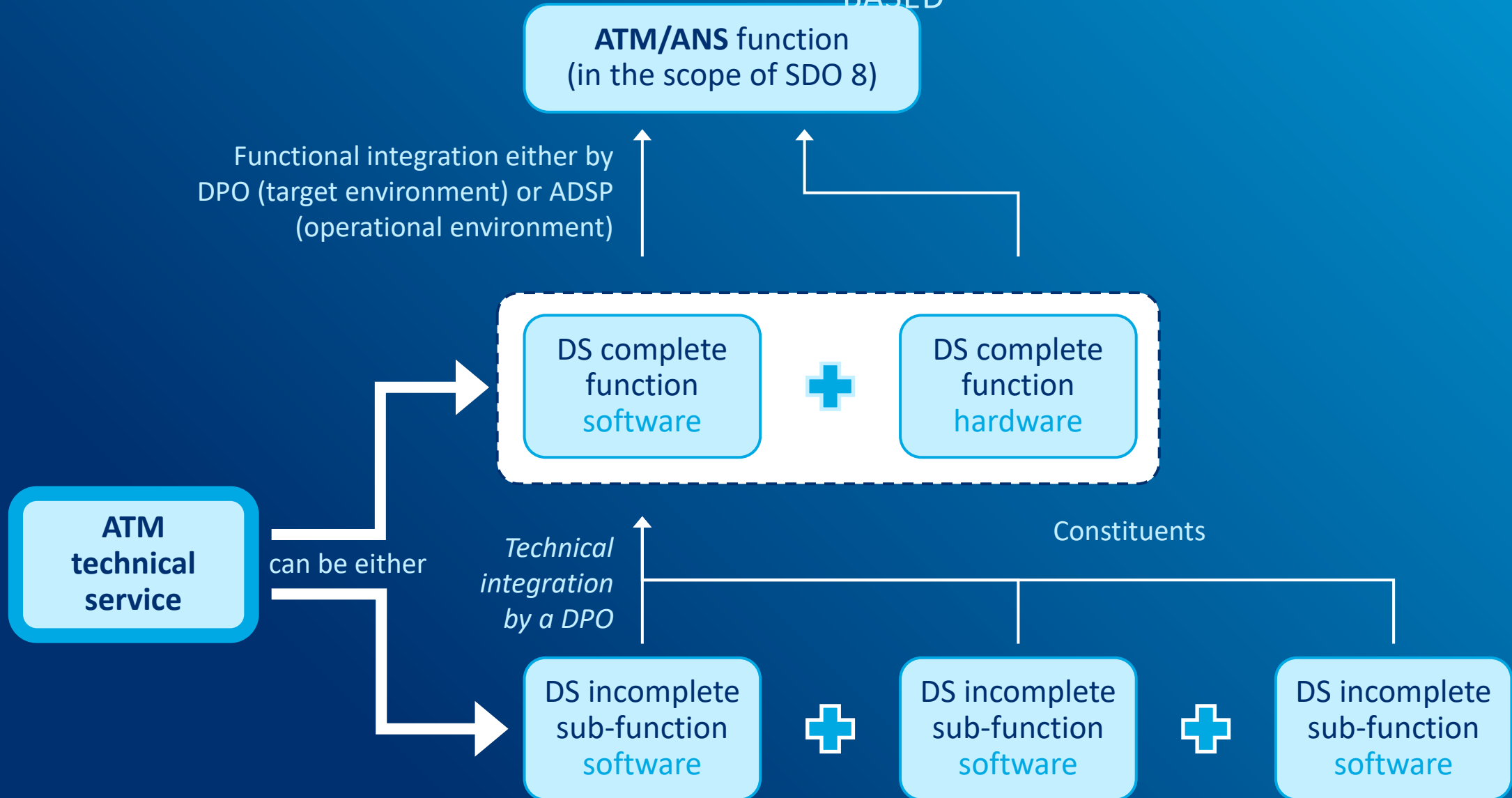


Portability



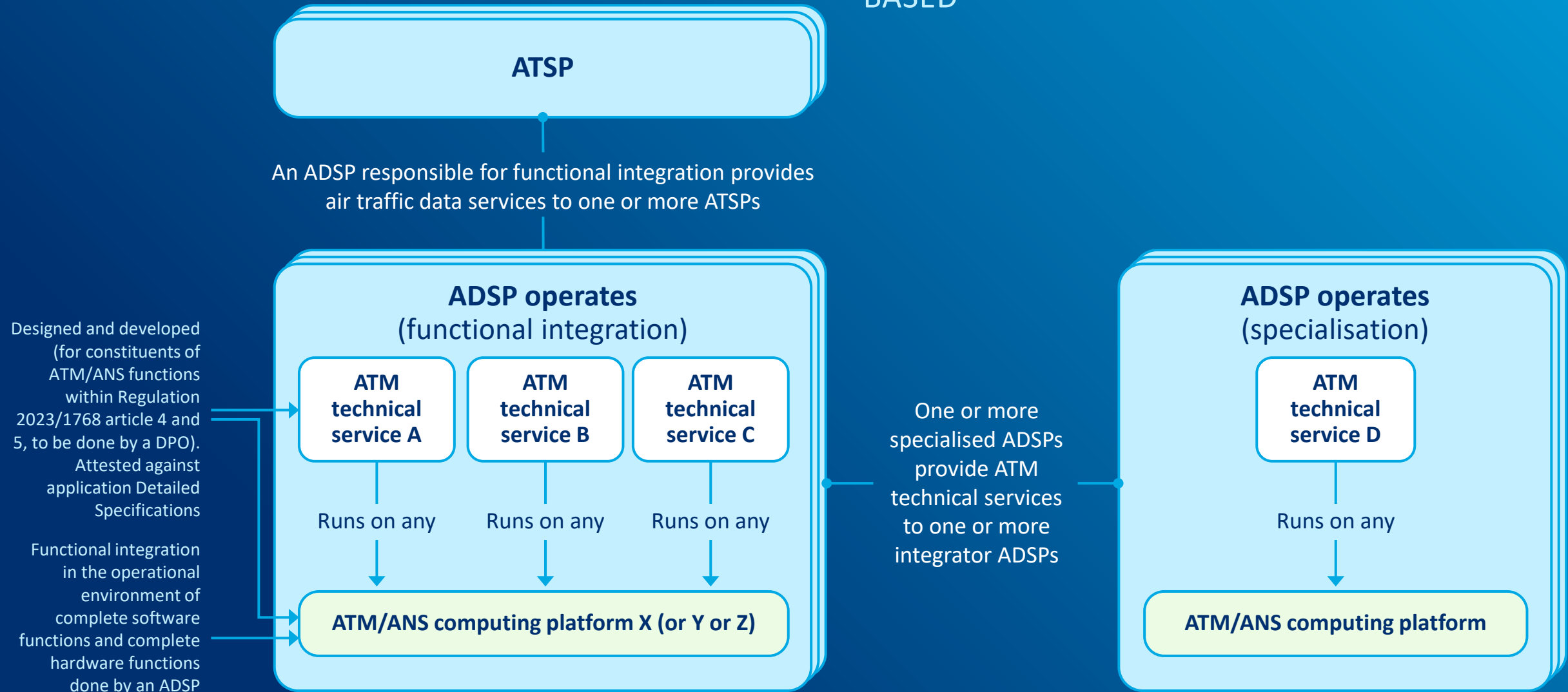
MAPPING TO THE EASA REGULATORY FRAMEWORK

AF G – SERVICE ORIENTED DELIVERY MODEL (DATA DRIVEN AND CLOUD-BASED)



RELATIONSHIP BETWEEN ADSPs AND ATSPs

AF G – SERVICE ORIENTED DELIVERY MODEL (DATA DRIVEN AND CLOUD-BASED)



THE UNION AIR TRAFFIC DATA SERVICES FRAMEWORK (UADSF)

AF G – SERVICE ORIENTED DELIVERY
MODEL (DATA DRIVEN AND CLOUD-
BASED)

Within the entity entrusted with the coordination of the deployment of CP2, a Union-level coordination and facilitation framework for air traffic data services – UADSF – shall be established to support structured collaboration between all relevant stakeholders.

The UADSF shall operate on the basis of a consensus driven approach and shall organise, with a leading technical role for DPOs with contribution from ADSPs and ATSPs, the preparation and regular maintenance of both the target and the reference framework for the new service-oriented delivery model.

The UADSF shall maintain and adapt the target range of services over time as the shared target for industrialisation and implementation.

The UADSF shall not replace or prejudice the design authority of DPOs with regard to the systems and constituents they design and produce, nor extend to product specific design choices or detailed implementation solutions and shall not duplicate existing regulatory or standardisation coordination mechanisms, including those for CP1.

ECONOMIC DISCIPLINE AND TRANSITION PLANNING FROM RP5

AF G – SERVICE ORIENTED DELIVERY
MODEL (DATA DRIVEN AND CLOUD-
BASED)

ANSP Transition

- Plan the progressive withdrawal of non-SDO8-compliant systems and functionalities.
- Align with procurement cycles, investment cycles and major upgrade opportunities.
- First version: sufficiently in advance of RP5 performance plans and no later than 2028.
- Submit for consistency review with the CP2 Deployment Programme. Annual updates cannot defer identified measures unless duly justified.

Economic discipline

- No new major ATC system upgrade in scope of SDO8 is eligible for recovery through en-route charges unless it demonstrably supports the transition.
- Major upgrade: fixed assets with lifetime value above EUR 5 million.
- Investment must be in the reviewed transition plan and enable SDO8 migration or be strictly necessary for safety, continuity, cybersecurity or legal compliance pending migration.

Migration and restructuring

- Specify whether the ANSP acts only as ATSP, also as ADSP, or relies on another certified ADSP.
- Set the sequencing of certification, service integration, migration and withdrawal steps.
- Identify restructuring measures and related costs in RP5 plans where recovery is sought, including possible asset write-offs where justified.
- Residual book value alone is not sufficient to delay necessary migration or withdrawal.

Purpose: prevent new legacy lock-in while preserving operational continuity and enabling an orderly migration to SDO8 over a maximum duration of 10 years from publication of the industrialisation notice

Service-oriented delivery model (Data-driven and cloud-based) [DA 8.1]

AF
G.1

The new service delivery model shall enhance flexibility, scalability, resilience and innovation through a service-oriented design, with open and standardised interfaces of ATM technical services that are based on platform agnostic application programming interface technologies and virtualisation.

STAKEHOLDERS	MANDATORY SERVICE REQUIREMENTS (FOR IMPLEMENTATION)
Air Traffic Service Provider (ATSP)	ATSPs to ensure that the air traffic data services are delivered under the responsibility of one ADSP responsible for functional integration holding a valid ADSP certificate issued under the Union framework established pursuant to Commission Implementing Regulation 2024/2803.
ATM Data Service Providers (ADSP)	ADSPs operating their ATM technical services on ATM/ANS computing platforms compliant with the standard on COTS cloud platform profile and the standard on Service Portability and Runtime/Execution Layer.
Air Navigation Services Providers (ANSPs)	Each ANSP may choose to act only as an ATSP, to provide both air traffic services and Air Traffic Data services within one organisation or also provide Air Traffic Data services to other ATSPs, provided it meets the applicable safety and regulatory requirements, as well as the requirements set out in CP2.
Design and Production Organisations (DPOs)	ATM technical services shall be designed and produced to support interchangeability of an ATM software function with an ATM software function of another DPO, by complying with the applicable standards on interoperability, portability and interchangeability.

ATM SUB-FUNCTIONALITY G.1

AF G – SERVICE ORIENTED DELIVERY
MODEL (DATA DRIVEN AND CLOUD-
BASED)

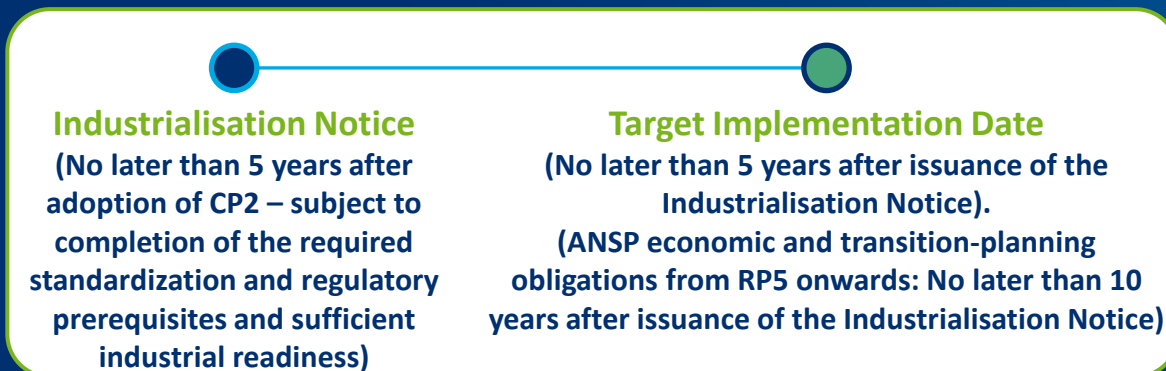


Service-oriented delivery model (Data-driven and cloud-based) [DA 8.1]

Implementation applicability area

Airport	
TWR	
TMA	
ER	☒ Airspace of EU Member States
Network	

Implementation timeframe



Standardisation Actions

Foundational standards

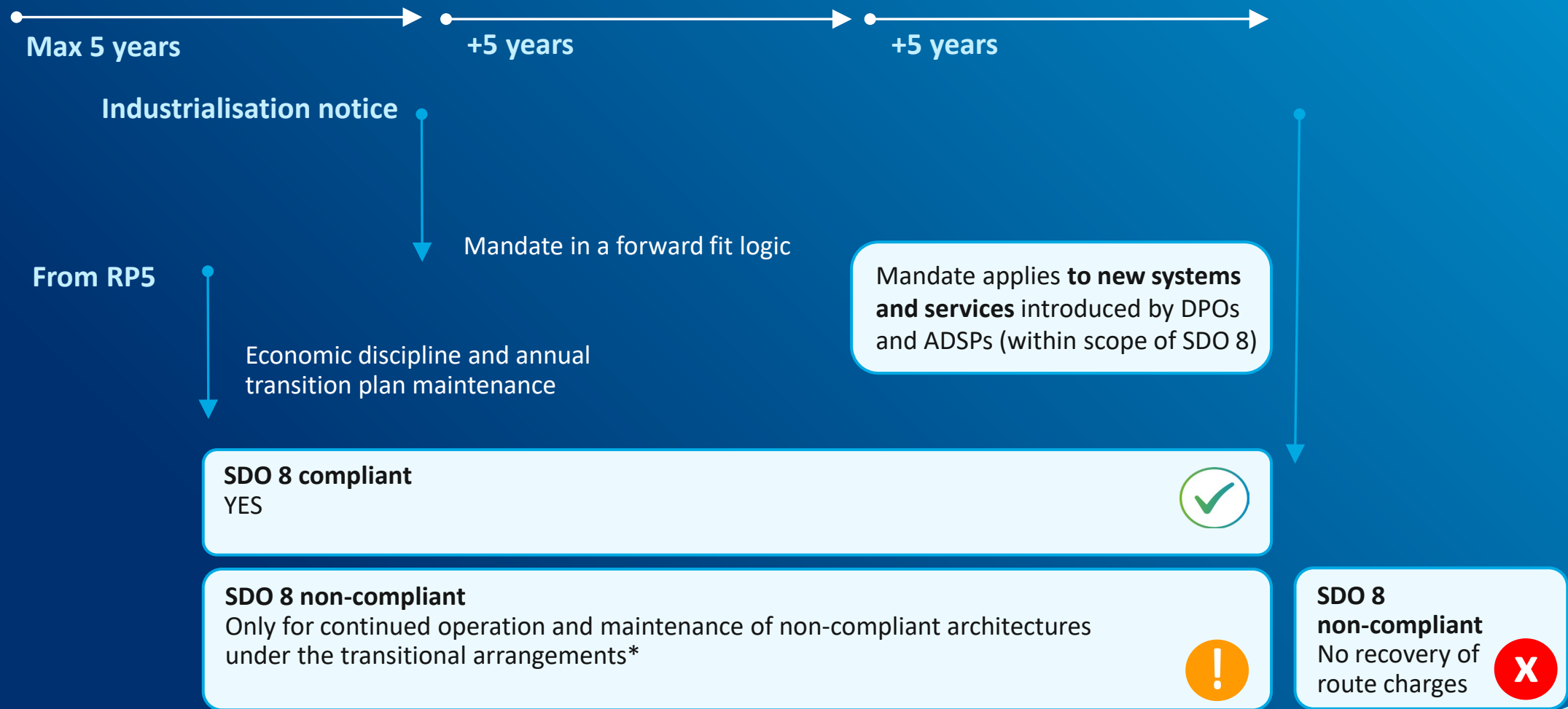
- Service Portability and Runtime/Execution Layer
- COTS cloud platform profile
- Network
- European harmonised safety/software assurance (for an ATM software function)
- Interoperability + interchangeability

+ iterative standards development of ATM software functions

Actions for EASA

- Revision of safety-related requirements to ensure a coherent approach between (EU) 2023/1768 and (EU) 2017/373.
- Definition of the requirements about the ATM/ANS computing platform.
- Development of the regulatory material required for the attestation of ATM/ANS ground equipment (Pending definition by industry of the services' decomposition envisioned, and with EASA agreement).

FUTURE SYSTEMS, SERVICES AND MAJOR INVESTMENT DECISIONS SHOULD PROGRESSIVELY CONVERGE TOWARDS THE MODULAR, SERVICE-ORIENTED ARCHITECTURE.



*Operational accountability, continuity of service, existing systems during transition, organisational choices by ANSPs and Member States

Q&A SESSION

ATM Functionalities G – New Service Delivery Model



Moderator

Ruben Flohr

Technology and Strategy Officer
SESAR Joint Undertaking



Moderator

Luigi Mazzucchelli

Cooperative Arrangements and Transversal Technical Expert
SESAR Deployment Manager

Coffee Break
10:50 – 11:20



10 THE CP2 CIVIL – MILITARY DIMENSION



Christophe Vivier
Head of SES Unit
European Defence Agency

MILITARY INVOLVEMENT IN CP2 DRAFTING

THE CP2 CIVIL –
MILITARY DIMENSION

EDA representing the military community



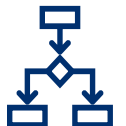
Proposal Development Team (PDT)

Ensuring military involvement at the early stage of the drafting process.



Reference Group 4 (RG#4)

Supporting the broader stakeholder involvement of the civil-military transversal reference group.



CP2 Steering Group

Contributing to provide management direction and validate key milestones throughout the process.

A dedicated section on “the military dimension”

Chapter 2.9

- **Close civil–military collaboration** is essential in delivering the Digital European Sky to the EU’s future security and defence strategy in the air domain, ensuring the protection and effective use of the airspace.
- CP2 to maintain the right level of **technology-agnostic scope** to facilitate interoperability with military systems.
- **Compliance with Regulation (EU) 2018/1139 Article 2(3)** establishing the exemption for State aircraft, aerodromes and ATM/ANS provided or made available by the military.
- **Accommodation of State aircraft** as condition of the implementation of the SESAR solutions.
- The **military expect to incur substantial indirect costs** linked to technological evolution of civil ATM systems, to ensure appropriate civil-military cooperation as well as their security and defence missions.

MILITARY INVOLVEMENT IN CP2 DRAFTING

THE CP2 CIVIL –
MILITARY DIMENSION

Strategic Deployment Objectives (SDOs) impacting the military



Impact on **Military stakeholders** providing services in **airports open to civil traffic**.



Depending on the mission being conducted, **state aircraft may not be able to connect for security** reasons, even if equipped.



Support to the implementation of **dynamicity in airspace configurations**, adjusted to traffic demand and military needs.



The implementation **under conditions to safeguard security and defence requirements**.

MILITARY INVOLVEMENT IN CP2 DRAFTING

THE CP2 CIVIL – MILITARY DIMENSION

Strategic Deployment Objectives (SDOs) impacting the military



The **military stakeholders**, namely ANSP, Airport Operator and AU MIL, **are explicitly listed for all SDO 7 actions**, participating with civil entities to implement multilink infrastructure ensuring civil-military interoperability.



The future Service-oriented architecture should be **technology-agnostic** and compliant with SES interoperability principles to **guarantee civil-military interoperability**.



IFR RPAS integration is essential to reach a truly integrated airspace, allowing to reduce the need for segregation to the benefit of both military and civil airspace stakeholders.

These SDOs are closely tied to civil-military interoperability matters and closely linked to dual-use applications supporting both civil and military operations during peacetime, while enhancing resilience.

MILITARY INVOLVEMENT IN CP2 DRAFTING

THE CP2 CIVIL –
MILITARY DIMENSION

Cost Benefit Analysis (CBA)

- The military will incur **direct and indirect** costs stemming from the ATM modernisation driven by CP2.
- The feasibility of developing an accurate **military CBA** is impracticable without specific data on the operational impact on military systems coming from the implementation of CP2 SDOs.
- The ongoing consultation on CP2 represents an opportunity for the military community to provide data to build the military CBA.

Q&A SESSION

THE CP2 CIVIL– MILITARY DIMENSION



Adriano Acanfora

Technology and Strategy Program Officer

SESAR Joint Undertaking



**SUBMIT YOUR QUESTION IN
SLIDO**

EXECUTIVE ROUND TABLE

Creating the conditions for successful CP2 rollout



Erki Must

SESAR Team Leader Unit E3 – DG MOVE
European Commission



Anna Von Groote

Director General
EUROCAE



Christophe Vivier

Head of SES Unit
European Defence Agency



Patrick Souchu

Member of the Performance Review Board
European Commission



Mariagrazia La Piscopia

Executive Director
SESAR Deployment Manager



Paul Bosman

Head of ATM Infrastructure Division
EUROCONTROL

11 VIDEO MESSAGE FROM FLORIAN GUILLERMET



Florian Guillermet

Executive Director

EASA



12 CONCLUSION AND NEXT STEPS



Andreas Boschen
Executive Director
SESAR Joint Undertaking

CONCLUSION

Thank you for your attendance, both in person and online.

Now it is your turn to provide us with feedback via the consultation process.

The consultation shall stress-test the assumptions, identify risks, provide data, flag implementation barriers and propose mitigations.

It should help test the proposal's level of ambition, credibility and implementability.

Feedback shall be as concrete as possible.

All information regarding the consultation is available on the SJU website <https://www.sesarju.eu/node/5232>



Your feedback shall be sent by **July 8 at noon** via email to cp2-openstakeholdersconsultation@sesarju.eu

NEXT STEPS

After the closure of the consultation on July 8, comments will be reviewed and addressed in an updated version of the proposal



On September 3 the Steering Group will discuss the consultation feedback and agree on final trade-offs



On October 8 the Steering Group will have the final sign-off of the proposal, including final maturity confirmation, before handing over the proposal to the Commission



End of Day 2
Thank you!



Networking Lunch

13:00 – 14:00

