

# SES

## What happened after the launch of SES in the late 90s?

### InterFAB OPS Workshop

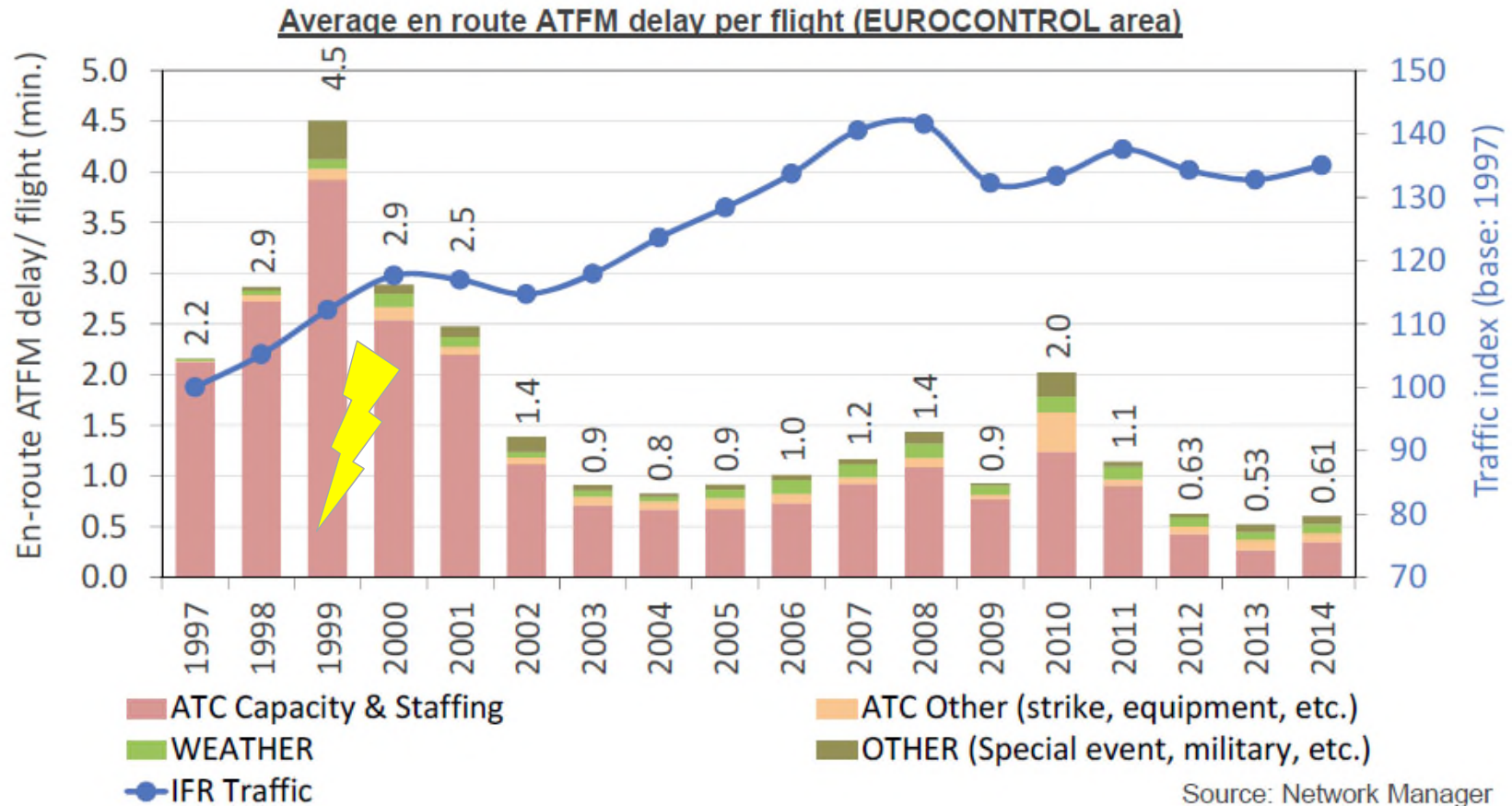
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# SES – How it started...

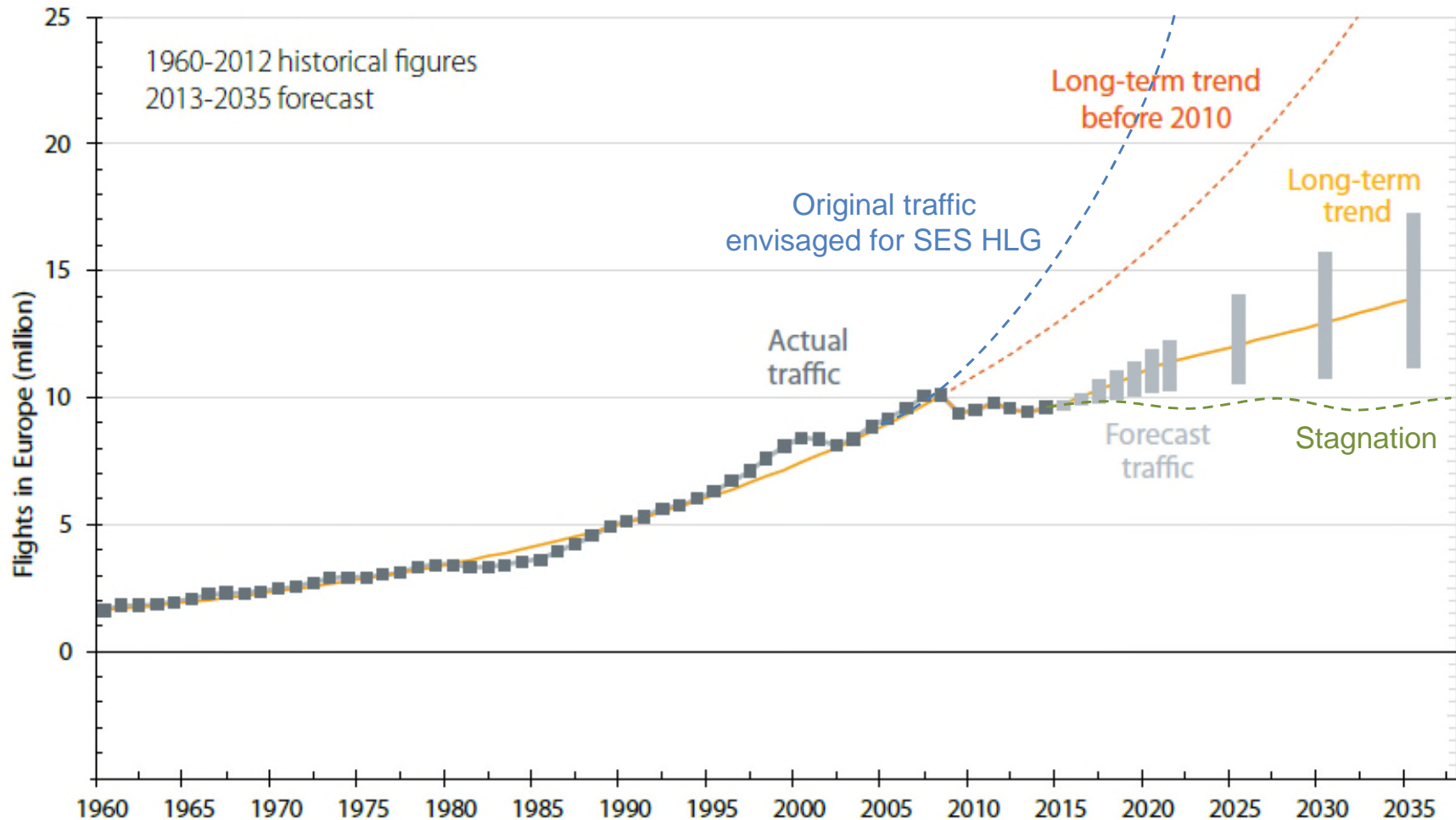


1999: It's all about CAPACITY

2001: It's also about COST



# IFR Traffic Evolution



Source: SESAR ATM Master Plan, Edition 2015



# SES – High Level Goals for 2020



*In 2005, the Commission stated its political vision and set high-level goals for the SES to be met by 2020 and beyond*

**TRAFFIC** assumption: up to 200% increase from 2005 and 2020

## **SAFETY**

⇒ improve safety by a factor of 10

## **CAPACITY**

⇒ enable a 3-fold increase in capacity which will also reduce delays both on the ground and in the air

## **ENVIRONMENT**

⇒ enable a 10 % reduction in the effects flights have on the environment and

## **COST-EFFICIENCY**

⇒ provide ATM services to the airspace users at a cost of at least 50% less



# SESAR – Performance Ambitions for 2035



*The SESAR Performance Ambitions describe the potential of performance gains that can be achieved if SESAR Solutions are deployed in a synchronised and timely way, and used to their full potential.*

**TRAFFIC** assumption: 50% increase from 2012 and 2035

## **SAFETY**

⇒ Improvement by a factor of 3-4

## **CAPACITY**

⇒ System able to handle 80-100% more traffic

## **ENVIRONMENT**

⇒ 5-10 % reduction in fuel burn and CO2 emissions

## **COST-EFFICIENCY**

⇒ 30-40% reduction in ANS costs per flight



# Outlook

- ⇒ **How to plan operations for at least 5 years based on volatile traffic assumptions?**
- ⇒ **How should a future regulation look like to consider risks and uncertainties**

Volatile  
Assumptions

Stable  
Planning

