

## Media Release

### **SESAR2020 common AIM services PJ.15-10 and PJ.15-11: Validation week successfully completed**

Rome, 25/07/2019

**On 12 July, the successful validation week of the SESAR projects 15-10, Static Aeronautical Data Common Service, and 15-11, Aeronautical Digital Map Common Service, in the context of the SESAR2020 framework was completed with an Open Day at the National Test Facility of ENAV in Rome, Italy. The common services developed by Frequentis based on IBP systems formed the industry part for the validation exercise, with the objective to validate several use cases to demonstrate full integration into ENAV's system landscape.**

The Static Aeronautical Data Common Service (PJ.15-10) provides capabilities which are necessary to provide static aeronautical data in digital form to be used by different Air Traffic Management (ATM) systems. The PJ.15-10 explores ways of improving overall cost efficiency for delivering the necessary capability to the interested stakeholders.

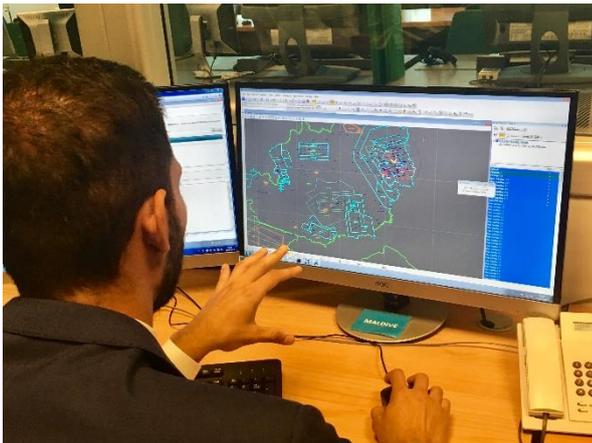
The Aeronautical Digital Map Common Service (PJ.15-11) provides users with the capability to retrieve graphical representations of aeronautical data information, consequently leading to an increased geographical coverage of the solution. The standard graphic information can be retrieved by individual requests for specific geographical areas.

Operational benefits include data being distributed via System Wide Information Management (SWIM) web services and in line with Aeronautical Data Standards (AIXM 5.1) and Regulations (EU 73/2010), leading to high availability of the aeronautical data management platform, the integration between different IBPs (ENAV's and Frequentis'), data flow management and control (business rules, CRC, consistency), a new model of interoperability (data provider, data consumers) thus providing aeronautical outputs which are ready for ATM use (Radar Map for CWP, IFP for Cockpit). Furthermore, the common service will be able to ensure lower costs through a lower number of system deployments and technical systems to be securely maintained in operation and due to the use of shared, standard, and up-to-date information which is easier to manipulate. Safety benefits are also envisaged due to enhanced data consistency within and among stakeholders due to harmonisation, consistent application of identical quality standards, and use of homogenous data among the stakeholders.

Several use cases have been tested to verify and validate the feasibility of using a static / dynamic aeronautical data common service distributing to consumers' different ATM systems to support their operational scenario. These consumers include AIM units, ATC / ATM units, data integrators, aircraft operators, airports, data originators, and procedure designers.

The performed validation was the next step to reach the target TRL-6 level, which is yet to be achieved. In addition to the interested parties of the common solution and AIM domain, technical staff and the technical team of the whole solution participated in the validation.

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