



International Civil Aviation Organization

**WORKING PAPER**

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**THIRTEENTH AIR NAVIGATION CONFERENCE**

**Montréal, Canada, 9 to 19 October 2018**

**COMMITTEE A**

**Agenda Item 1: Air navigation global strategy**

**1.1: Vision and overview of the sixth edition of the GANP**

**THIRD EDITION OF THE NEXTGEN-SESAR STATE OF HARMONISATION REPORT**

(Presented by the United States and the European Union)

**SUMMARY**

This paper provides an overview and informs the Conference of the publication of the 3rd Edition of the NextGen-SESAR State of Harmonisation Report in support of global ICAO and industry standardisation efforts. It invites to broaden this cooperation with other States and regional modernisation programmes as well as ICAO to consider support in further building on these collaborative efforts.

**1. INTRODUCTION**

1.1 The United States and Europe are modernising their air traffic management (ATM) systems through the Next Generation Air Transportation System (NextGen) and Single European Sky ATM Research Joint Undertaking (SESAR) programmes respectively that develop new capabilities introducing new enabling technologies and operational procedures. Specifically, these modernisation efforts are enabling a move from a ground-based ATM system, using radar and voice communications, to an integrated air-ground aviation and ATM system using satellite-based navigation and digital data communications. The goals on each side of the Atlantic are to improve overall aviation and ATM system performance, particularly in the areas of flight efficiency and the environment, while also meeting expected demands for increased capacity and continuing to maintain the highest levels of safety.

1.2 This third edition of the NextGen-SESAR State of Harmonisation document builds on the two earlier editions published in 2014 and 2016. It provides a summary of the current state of progress towards securing harmonisation and interoperability between the two modernisation programmes, and by incorporating deployment encompasses the full aviation and ATM modernisation lifecycle view. The document serves as an outline for consideration of the current issues at stake and the challenges ahead. It demonstrates that differences are recognised and actions are taken to address them where necessary to ensure harmonisation and interoperability.

## 2. DISCUSSION

2.1 The NextGen-SESAR State of Harmonisation reports provides a high-level summary of the current state of progress towards achieving the necessary level of harmonisation and global interoperability between NextGen and SESAR.

2.2 More broadly, the publication reflects the current and planned collaboration efforts by the United States and the European Union (EU) to harmonise and secure the modernisation of ATM not just across the Atlantic but globally in support of the International Civil Aviation Organisation (ICAO) Global Air Navigation Plan (GANP) and its Aviation System Block Upgrade (ASBU) programme.

2.3 Both NextGen and SESAR recognise the need to safely integrate the air and ground components of their respective aviation and ATM systems. This requires greater predictability and efficiency in the planning and execution of flight trajectories and the seamless and timely sharing of accurate information. The United States-EU harmonisation work aims to ensure that modernisation in air navigation systems worldwide supports a high-performing aviation system over time, based on global cooperation leading to seamless operations and safe and efficient practices for the airspace users and the travelling public.

2.4 NextGen and SESAR have together made significant progress in several critical areas since the publication of the first edition of the State of Harmonisation in 2014 and second edition in 2016. This third edition provides an update on each of these areas and reflects the broadening scope of the Memorandum of Cooperation, the scope of which was expanded in December 2017 to include all aspects of the ATM modernisation lifecycle, from planning to development and deployment.

## 3. CONCLUSION

3.1 Ultimately, the collaboration between the United States and Europe is not just about achieving transatlantic interoperable standards but to support the broader goal of achieving global harmonisation and interoperability as articulated in the ICAO GANP and ASBUs.

3.2 For that reason, much of the collaboration work described in this document directly supports global ICAO and industry standardisation efforts and as such provides for our common interest to use available mechanisms to broadening this cooperation with other States and regional modernisation programmes of a similar nature.

3.3 Equally, we invite ICAO to consider their support in further building on these collaborative efforts by requesting them to develop consensus proposals on specific elements of the GANP/ASBUs.

3.4 The United States and the European Union invite you to review the report at [www.faa.gov](http://www.faa.gov) and [www.sesarju.eu](http://www.sesarju.eu).

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