

Deployment Scenario Title	Improved access to secondary airports
Deployment Scenario Description	-
Essential Operational Change	Airport and TMA performance
Maturity	Additional R&D Activities in development

Applicable Operating Environment			
Airport	Terminal Airspace	En-Route	Network

Timeline																					
2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035

Performance Contribution of the DS				
Capacity	Safety	Environment	Cost-efficiency	Operational efficiency

Stakeholders affected (at least one enabler to be deployed)						
ANSP		AO		AU		Network Manager
Civil	Military	Civil	Military	Civil	Military	
TWR, ENR, CNS, AIS	TWR, ENR, CNS, AIS	APT Operator	APT Operator	Scheduled, BA Fixed, GA	Transport, Fighter, Light	Network Manager

SESAR Solutions			
Solution Code	Solution Title	Solution Description	Related Elements
PJ.02-06	Improved Access into Secondary Airports in Low Visibility Conditions	Improved access into secondary (small / medium) airports in low visibility conditions will be...	SOL PJ OI DS EOC
PJ.02-W2-17	Improved access to secondary airports	The key R&D activity aims at increasing access to secondary airports in all conditions,...	PJ DS EOC

Operational Improvement Steps			
OI Step Code	OI Step Title	OI Step Description	Related Elements
AO-0333	Improved Approach procedures into Secondary Airports in Low Visibility Conditions	Access availability of secondary (small/medium) airports is more resilient in low visibility...	SOL EN DS
SDM-0301	Improved Capacity and Safety of Runway Operations at Secondary Airports in Low Visibility Conditions	Runway safety and capacity at the secondary (small / medium) airports is improved in the meteo...	SOL EN DS

Enablers						
Required/ Optional	New/ Inherited	Develop/ Use	Enabler Code	Enabler Title	Enabler Description	Related Elements
🔒			A/C-01b	Aircraft capability to support Multiple Constellation / Multiple Frequency SBAS LPV 100	Enhanced positioning for Localizer Precision with Vertical Guidance Approach based on Multiple...	STK OI DS
🔒			A/C-56a	Flight management and guidance for Precision Approach GBAS CATII/III using GPS L1	Flight management and guidance for Initial Precision Approach GBAS CATII/III using e.g. GPS L1 or...	STK OI EN DS
🔒			AERODROME-ATC-28b	Surface movement control workstation in Alternative Ground Surveillance environment	Aerodrome controller workstation adapted to Alternative Ground Surveillance for display of flight...	STK OI DS
🔒			AERODROME-ATC-75	Tools for provision of alternative ground surveillance and MET conditions (relevant in LVC)	Tools for provision of alternative ground surveillance and MET conditions, particularly relevant...	STK OI DS
🔒			CTE-N06	Space Based Augmentation System (SBAS)	Space Based Augmentation Systems (SBAS, i.e. EGNOS, WAAS) are civil aviation safety-critical...	STK OI EN DS ⚙️
➔			AIMS-16	Electronic Terrain and Obstacle Data (TOD)	The purpose is to ensure the availability of electronic Terrain and Obstacle Data .	STK OI EN OBJ DS
➔			CTE-N07b	GBAS Cat II/III based on Single-Constellation / Single-Frequency GNSS (GPS L1)	Single-Constellation / Single-Frequency (GPS L1) GBAS Cat II/III is deployed as a precursor to...	STK OI EN DS ⚙️