



**Episode 3**  
**D0.2-02b - Second Year Activity Report**  
**From 1 August 2008 to 31 July 2009**  
**Publishable Summary**

*Version : 1.01*

## EPISODE 3

### Single European Sky Implementation support through Validation



#### Document information

Programme	Sixth framework programme Priority 1.4 Aeronautics and Space (Increasing the Operational Capacity and Safety of the Air Transport System)		
Project title	Episode 3		
Project N°	037106		
Instrument	Integrated Project		
Project Coordinator	Philippe Leplae / EUROCONTROL Experimental Centre		
Deliverable Name°	Second Year Activity Report	-	From 1 August 2008 to 31 July 2009 Publishable Summary
Deliverable ID	D0.2-02b		
Version	1.01		

#### Owner

Catherine Palazzo EUROCONTROL

#### Contributing partners

AENA, AIRBUS, DFS, NATS

#### Other information

Period covered	From 1 August 2008 to 31 July 2009
Start date of the project	17 April 2007
Duration	40 months




**Episode 3**  
**D0.2-02b - Second Year Activity Report**  
**From 1 August 2008 to 31 July 2009**  
**Publishable Summary**

-

*Version : 1.01*

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	<b>Episode 3</b> <b>D0.2-02b - Second Year Activity Report</b> <b>From 1 August 2008 to 31 July 2009</b> <b>Publishable Summary</b>	<i>Version : 1.01</i>
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## DOCUMENT CONTROL

### Approval

Role	Organisation	Name
Document owner	EUROCONTROL	Catherine Palazo
Technical approver	EUROCONTROL	Philippe Leplae
Quality Coordinator	EUROCONTROL	Frédérique Sénéchal
Project Coordinator	EUROCONTROL	Philippe Leplae

### Version history

Version	Date	Status	Author(s)	Justification - Could be a reference to a review form or a comment sheet
1.00	09/10/2009	Approved	Catherine Palazo Philippe Leplae	Approved by the EP3 consortium
1.01	09/12/2009	Approved	Catherine Palazo	Changes including remarks 2,3,4,5,6 – mail 06/11/09 from Mrs GRYC (PO) from the European Commission




**Episode 3**  
**D0.2-02b - Second Year Activity Report**  
**From 1 August 2008 to 31 July 2009**  
**Publishable Summary**

*Version : 1.01*

## TABLE OF CONTENTS

<b>PUBLISHABLE EXECUTIVE SUMMARY .....</b>	<b>6</b>
INTRODUCTION.....	6
OBJECTIVES OF THE PROJECT .....	7
PROJECT STRUCTURE .....	7
PROJECT DELIVERABLES .....	8
WORK PERFORMED AND RESULTS ACHIEVED .....	13
EXPECTED END RESULTS, INTENTIONS FOR USE AND IMPACT .....	13
DISSEMINATION ACTIVITIES.....	14
THE EPISODE 3 CONSORTIUM .....	14

	<p><b>Episode 3</b></p> <p><b>D0.2-02b - Second Year Activity Report</b></p> <p><b>From 1 August 2008 to 31 July 2009</b></p> <p><b>Publishable Summary</b></p>	<p><i>Version : 1.01</i></p>
---	---	------------------------------

**LIST OF TABLES**

Table 1 - List of public EP3 deliverables..... 13

Table 2 - List of Contractors in the EP3 consortium..... 16

**LIST OF FIGURES**

Figure 1 - Episode 3 WBS..... 8

Figure 2 - Episode 3 Consortium Composition ..... 15



## **PUBLISHABLE EXECUTIVE SUMMARY**

### **INTRODUCTION**

The Episode 3 Project was submitted in response to the fourth Call of Proposals on Aeronautics and Space thematic priority, research area 4 "Increasing the operational capacity and safety of the air transport system", IP13 Improvement of ATM system processes through validation.

In the first instance, the proposal responded to the European Commission request to validate the C-ATM concept of operation defined in the European Commission's C-ATM project (Project reference 502911). The European Commission's independent assessors under this basis accepted Episode 3.

Before the end of the C-ATM project, the European Commission and EUROCONTROL launched a TEN-T call for an industry-led project to define and plan the research and implementation requirements necessary to implement the next generation European ATM system. The successful project, SESAR, was launched in April of 2006. One of the core deliverables in SESAR is the future European ATM concept.

During the pre-contract negotiation, the European Commission requested that Episode 3 reorient its validation approach to provide a first assessment of the SESAR concept and to support SESAR wherever possible through its activities. The Episode 3 consortium accepted this challenge and this document describes the processes that were put in place to achieve this goal.

The European Commission also agreed that Episode 3 would integrate the SESAR concept detail during the first six months of the project to ensure EP3 uses the latest information concerning the concept. As a risk-reduction exercise, EUROCONTROL - at the request of the Episode 3 partners - prepared detailed operational documents based on the SESAR prioritised concept elements scheduled for delivery in October 2006.

However, the SESAR operational concept was not finalised until July 2007. The protracted discussions that lead to the final compromise were such that it was not possible to make a timely start working on an agreed core of concept elements.

The Episode 3 project therefore started before any stabilised concept had emerged, and one of the high-priority activities of the first months of the project was the drafting of initial Detailed Operational Descriptions (DODs) documents by EUROCONTROL.

During the last quarter of 2007, Episode 3 reviewed the initial description of work in order to align the exercises with the SESAR priorities as defined in the SESAR D3 deliverables.

The current description of work resulted from two contract amendments:

- Contract amendment N°1 was accepted in July 2007 and updated the DOW to remove the two following partners: NEOMETSYS, the effort of which was temporarily transferred to EUROCONTROL; and SMITHS, the effort and tasks of which have been transferred to Thales Avionics.
- Contract amendment N°2 (in its accepted form) is built on version 3.0 of the technical annex made official the departure of three partners - SELEX-SI, HUNGAROCNTROL and LPS - and accepted recommendations from the technical assessment undertaken by SESAR JU.
  - Removal of cycle 2



**Episode 3**  
**D0.2-02b - Second Year Activity Report**  
**From 1 August 2008 to 31 July 2009**  
**Publishable Summary**

*Version : 1.01*

- Replacement of Real Time Simulations by lighter prototyping sessions
- Proposal for new exercises based on current SESAR JU priorities
- Re-structuring of the Work Breakdown Structure to better address the revised content.

In addition, this amendment also includes the re-allocation of tasks from NEOMETSYS and transferred to EUROCONTROL and then their final recipients.

All partners engaged in Episode 3 are dedicated to the support of SESAR through Episode 3 and have committed to this fact through the legal agreements in the project's Consortium Agreement Document.

Episode 3 brings together key multi-disciplinary stakeholders in the European ATM system, including many organisations participating in SESAR, and covering all aspects of the system from strategic and tactical planning through to Air Traffic Control and Airport operations.

Episode 3 assessment of SESAR concept focuses on the 2020 timeframe, looking at improvements implemented within Implementation Package 2 (IP2). Technology assessments, however, focus on shorter-term timeframe (capability level 2 of IP2).

## OBJECTIVES OF THE PROJECT

The objectives of the project during the reporting period are based on the Description of Work at the beginning of this period (DOW 3.0):

- Restart the project after suspension and develop a revised strategy for the restart.
- Develop system documentation:
  - Detailed Operational Description: structure all details known on the SESAR concept and develop its understanding with operational experts
  - Performance Framework: to allow aggregate quantitative results obtained in validation
  - Safety and Environmental Framework documentation for use in SESAR.
- Perform the assessments foreseen in En-Route, TMA, Airport and Network aspects, without any consolidation at the network level (activity foreseen in the following reporting period).

## PROJECT STRUCTURE

Episode 3 is broken into six work packages: WP0, 2, 3, 4, 5, 6. The general principle is that each of the validation work packages (*i.e.*, WP3, WP4, and WP5) has four sub-work packages (Figure 1):

- Management
- Requirements
- Validation, and
- Results consolidation.

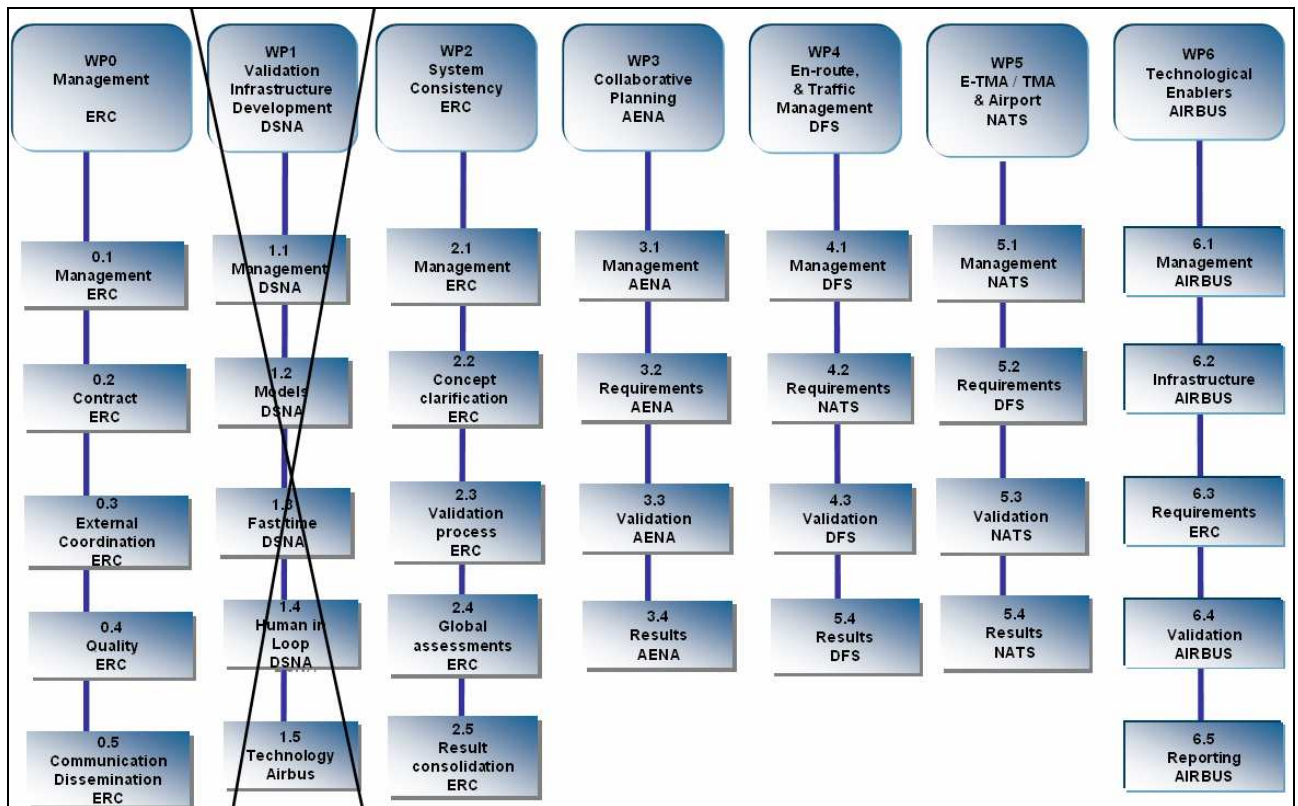
WP6 has a slightly different structure with a dedicated sub-work package for all infrastructure developments.

WP1 was active until the project suspension (20<sup>th</sup> April 2008), and has been suppressed as the absence of cycle 2 did not justify maintaining a work package for relatively minor platform developments.



**Episode 3**  
**D0.2-02b - Second Year Activity Report**  
**From 1 August 2008 to 31 July 2009**  
**Publishable Summary**

Version : 1.01



**Figure 1 - Episode 3 WBS**

## PROJECT DELIVERABLES

Each work package in Episode 3 is defined in the Description of Work (DOW) with a list of deliverables, associated with a target date for submission to the European Commission.

Deliverables in Episode 3 include:

- Management plans
- Periodic reporting
- Requirements documents
- Validation plans
- Validation reports
- EP3 Work Package WP2 “case-type” reports (*i.e.*, transversal reports focusing either on safety, performance framework, or environment)
- Consolidated reports developed by EP3 WP2 from the EP3 WP3, EP3 WP4, EP3 WP5 and EP3 WP6 validation reports.

The following Table 1 lists all PUBLIC deliverables, which will be published on the Episode 3 web site.



**Episode 3**  
**D0.2-02b - Second Year Activity Report**  
**From 1 August 2008 to 31 July 2009**  
**Publishable Summary**

Version : 1.01

Date of 1st Publication	Deliverable Id	Document title
<b>WP0 – Episode 3 Management</b>		
26/05/2009	D0.2-02a	First Year Activity Report (April 08)
	D0.2-02b	Second Year Activity Report (Jul 09)
	D0.2-02c	Project Activity Report - Final (31/12/09)
	D0.2-02d	Publishable Final Activity Report
<b>WP2 – System consistency</b>		
26/05/2009	D2.0-01	EP3 Consolidated Validation Strategy
01/08/2008	D2.2-020	SESAR Initial DOD (G - General) - superseded by D2.2-030
01/08/2008	D2.2-021	SESAR Initial DOD (L - Long Term Planning) - superseded by D2.2-031
01/08/2008	D2.2-022	SESAR Initial DOD (M1 - Collaborative Airport Planning) - superseded by D2.2-032
01/08/2008	D2.2-023	SESAR Initial DOD (M2_3 - Medium-Short Term Network Planning) - superseded by D2.2-033
01/08/2008	D2.2-024	SESAR Initial DOD (E1 - Runway Management) – superseded by D2.2-034
01/08/2008	D2.2-025	SESAR Initial DOD (E2_3 - Apron & Taxiways Management) – superseded by D2.2-035
01/08/2008	D2.2-026	SESAR Initial DOD (E4 - Network Management in the Execution Phase) – superseded by D2.2-036
01/08/2008	D2.2-027	SESAR Initial DOD (E5 - Conflict Management in Arrival & Departure Operations) - superseded by D2.2-037
01/08/2008	D2.2-028	SESAR Initial DOD (E6 - Conflict Management in En-Route Operations) - superseded by D2.2-038
06/05/2009	D2.2-030	SESAR Interim DOD (G - General) interim (replace initial DOD)
06/05/2009	D2.2-031	SESAR Interim DOD (L - Long Term Planning) interim (replace initial DOD)
06/05/2009	D2.2-032	SESAR Interim DOD (M1 - Collaborative Airport Planning) interim (replace initial DOD)
06/05/2009	D2.2-033	SESAR Interim DOD (M2_3 - Medium-Short Term Network Planning) interim (replace initial DOD)
06/05/2009	D2.2-034	SESAR Interim DOD (E1 - Runway Management) interim (replace initial DOD)
06/05/2009	D2.2-035	SESAR Interim DOD (E2_3 - Apron & Taxiways Management) interim (replace initial DOD)
06/05/2009	D2.2-036	SESAR Interim DOD (E4 - Network Management in the Execution Phase) interim (replace initial DOD)
06/05/2009	D2.2-037	SESAR Interim DOD (E5 - Conflict Management in Arrival & Departure Operations) interim (replace initial DOD)



**Episode 3**  
**D0.2-02b - Second Year Activity Report**  
**From 1 August 2008 to 31 July 2009**  
**Publishable Summary**

*Version : 1.01*

Date of 1st Publication	Deliverable Id	Document title
06/05/2009	D2.2-038	SESAR Interim DOD (E6 - Conflict Management in En-Route Operations) interim (replace initial DOD)
06/05/2009	D2.2-039	SESAR Interim DOD - Glossary of Terms and Definitions (Lexicon) (replace initial DOD)
	D2.2-040	SESAR Final DOD (G - General) final (replace interim DOD)
	D2.2-041	SESAR Final DOD (L - Long Term Planning) final (replace interim DOD)
	D2.2-042	SESAR Final DOD (M1 - Collaborative Airport Planning) final (replace interim DOD)
	D2.2-043	SESAR Final DOD (M2_3 - Medium-Short Term Network Planning) final (replace interim DOD)
	D2.2-044	SESAR Final DOD (E1 - Runway Management) final (replace interim DOD)
	D2.2-045	SESAR Final DOD (E2_3 - Apron & Taxiways Management) final (replace interim DOD)
	D2.2-046	SESAR Final DOD (E4 - Network Management in the Execution Phase) final (replace interim DOD)
	D2.2-047	SESAR Final DOD (E5 - Conflict Management in Arrival & Departure Operations) final (replace interim DOD)
	D2.2-048	SESAR Final DOD (E6 - Conflict Management in En-Route Operations) final (replace interim DOD)
	D2.2-049	SESAR Final DOD - Glossary of Terms and Definitions (Lexicon) (replace interim DOD)
	D2.2-050	Annex to SESAR Final DOD - Operational Scenarios
01/08/2008	D2.3-02	Validation Requirements for Performance Framework
	D2.3-06	Lessons learnt for the Application of E-OCVM to integrated Validation Processes
17/07/2009	D2.4.1-01	Traffic Demand 2006-2020-X3
30/04/2008	D2.4.1-04	Performance Framework
17/07/2009	D2.4.1-04a	Influence Diagrams - Annex to EP3 Performance Framework
	D2.4.1-04b	Catalogue of PIs and Traceability OI Step vs ECAC PIs - Annex to EP3 Performance Framework
	D2.4.1-04c	User Manual for the Influence Model - Annex to EP3 Performance Framework
	D2.4.1-04d	Input data and Model - Annex to EP3 Performance Framework
26/05/2009	D2.4.3-01	White Paper on the SESAR Safety Target
	D2.4.3-02	"Top-down" SESAR systemic risk assessment
	D2.4.3-03	Note on risk model validation
	D2.4.3-04	Method for systemic risk assessment for Units of Operation



**Episode 3**  
**D0.2-02b - Second Year Activity Report**  
**From 1 August 2008 to 31 July 2009**  
**Publishable Summary**

*Version : 1.01*


Date of 1st Publication	Deliverable Id	Document title
19/05/2009	D2.4.4-01	Environmental Assessment Validation Framework
17/07/2009	D2.4.4-02	Environmental and Meteorological Screening & Scoping of the SESAR Operational Improvement Steps
	D2.4.4-03	Requirement enhancements of Noise Assessment models
	D2.4.4-04	Study report on reduction of local aircraft emissions
06/06/2009	D2.4.4-05	Archive on Human Factors assessment : Today's operational task analysis
	D2.5-01	Final Report and Recommendations
	D2.5-02	Dissemination Package
<b>WP3 - Collaborative planning processes</b>		
26/05/2009	D3.2.1-01	WP3 Validation Strategy with update
26/05/2009	D3.3.1-01	WP3 Expert Groups guidelines (2 groups)
	D3.3.1-02	Network Collaborative Planning Expert Group Report
	D3.3.1-03	Analysis of the SESAR Collaborative Planning Information
	D3.3.1-04	Airline/Airport Data Exchange
	D3.3.1-05	Collaborative Airport Planning Expert Group Report
	D3.3.2-01	Experimental Plan on Business Trajectory Management and Dynamic DCB-Gaming
	D3.3.2-02	Simulation Report on Business Trajectory Management and Dynamic DCB
17/07/2009	D3.3.3-01	Experimental Plan on Airspace Organization and Management
	D3.3.3-02	Simulation Report on Airspace Organization and Management
	D3.3.4-01	Experimental Plan on Collaborative Airport Planning
	D3.3.4-02	Simulation Report on Collaborative Airport Planning
	D3.3.5-01	Experimental Plan on Global Performances at Network-Wide level
	D3.3.5-02	Simulation Report on Global Performances at Network-Wide level
	D3.4-01	Collaborative Planning Results and Consolidation
<b>WP4 – En Route and traffic management</b>		
26/05/2009	D4.2.1-01	WP4 Validation Strategy
	D4.3.1.1.1-01	En Route complexity management expert group plan
	D4.3.1.1.1-02	En Route complexity management expert group report



**Episode 3**  
**D0.2-02b - Second Year Activity Report**  
**From 1 August 2008 to 31 July 2009**  
**Publishable Summary**

*Version : 1.01*

Date of 1st Publication	Deliverable Id	Document title
26/05/2009	D4.3.1-01	En-route Expert Group Plan
	D4.3.1-02	En-route Complexity Management Expert Group Report
17/07/2009	D4.3.2-01	Plan for FTS on 4D Trajectory management and complexity reduction
	D4.3.2-02	Simulation Report on 4D Trajectory management and complexity reduction - final report
	D4.3.3-01	Gaming Experimental Plan on Queue, Trajectory and Separation Management - Session 2
	D4.3.3-02	Gaming Report on Queue, Trajectory and Separation Management - final report
17/07/2009	D4.3.4-01	Prototyping Consolidated Experimental Plan
	D4.3.4-02	Consolidated Report on Prototyping on Queue, Trajectory and Separation Management
	D4.4.-01	En-Route Consolidated Assessment
<b>WP5 - Airport and TMA</b>		
26/05/2009	D5.2.1-01	WP5 Validation Strategy Update
26/05/2009	D5.3.1-01	TMA Expert Group Plan
	D5.3.1-02	TMA Expert Group Report
	D5.3.2-01	Airport Expert Group Plan
	D5.3.2-02	Airport Expert Group Report
26/05/2009	D5.3.3-01	Runway Operations FTS Experimental Plan
	D5.3.3-02	Runway Operations FTS Report
17/07/2009	D5.3.4-01	Multi Airport TMA and CDA FTS Plan
	D5.3.4-02	Multi Airport TMA and CDA FTS Report
26/05/2009	D5.3.5-01	Separation Management in the TMA Plan
	D5.3.5-02	Separation Management in the TMA Report (TS1, FTS2, CRE exercises)
17/07/2009	D5.3.6-01	Prototyping of a dense TMA Consolidated Plan
	D5.3.6-02	Prototyping of a dense TMA Report
	D5.4-01	TMA and Airports Consolidated Assessment Report
<b>WP6 - Technological enablers</b>		
	D6.2-01	Platform description

	<b>Episode 3</b> <b>D0.2-02b - Second Year Activity Report</b> <b>From 1 August 2008 to 31 July 2009</b> <b>Publishable Summary</b>	<i>Version : 1.01</i>
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Date of 1st Publication	Deliverable Id	Document title
	D6.3-01	Requirements for technical validation
	D6.3-02	Report on the benefits of using airborne data
	D6.4-01	Technical validation scenarios
	D6.5-01	Technological Enablers Consolidated Validation Report

**Table 1 - List of public EP3 deliverables**

## WORK PERFORMED AND RESULTS ACHIEVED

During the reporting period, the following results were achieved:

- Definition of a new validation strategy corresponding to the revised project scope
- Production of two new versions of the Detailed Operational Descriptions following a detailed review by the project team
- Development of a performance framework that can be used by SESAR to consolidate performance figures obtained by validation
- Development of a safety approach that can be used by SESAR, using an integrated risk picture that can aggregate the impact of the safety improvements brought by the concept as well as the additional hazards
- Development of an environment framework and identification of SESAR Operational Improvements impacting environment
- Running of Episode 3 validation activities and completion of all activities linked to En-Route, Airport, and TMA assessments. These assessments include:
  - Expert Group meetings and concept detailing sessions
  - Fast-Time Simulations
  - Prototyping sessions
  - Some modelling activities
  - Partial finalisation of the assessments in the network part.
- Analysis of simulation activities to derive potential impact on system documents, *e.g.*, Detailed Operational Descriptions and performance framework.

## EXPECTED END RESULTS, INTENTIONS FOR USE AND IMPACT

Episode 3 will provide:

- A first assessment of the SESAR concept in the area of collaborative planning, airport management, En Route, TMA
- Feasibility results on technology enablers concerning 4D and ASAS
- First instance of a performance framework pioneering a performance-based approach in a concept validation
- Feedback on the use of E-OCVM for validation of a global ATM concept



## Episode 3

**D0.2-02b - Second Year Activity Report  
From 1 August 2008 to 31 July 2009  
Publishable Summary**

*Version : 1.01*

- Investigation of new validation tools, such as gaming platform, process modelling, influence diagrams, macro-modelling, expert and prototyping sessions
- Initial results, including performance and operability assessments to be expanded by the full SESAR validation that will be undertaken by the SESAR JU; and
- Details of the SESAR concept supported by the project validation activities.

### DISSEMINATION ACTIVITIES

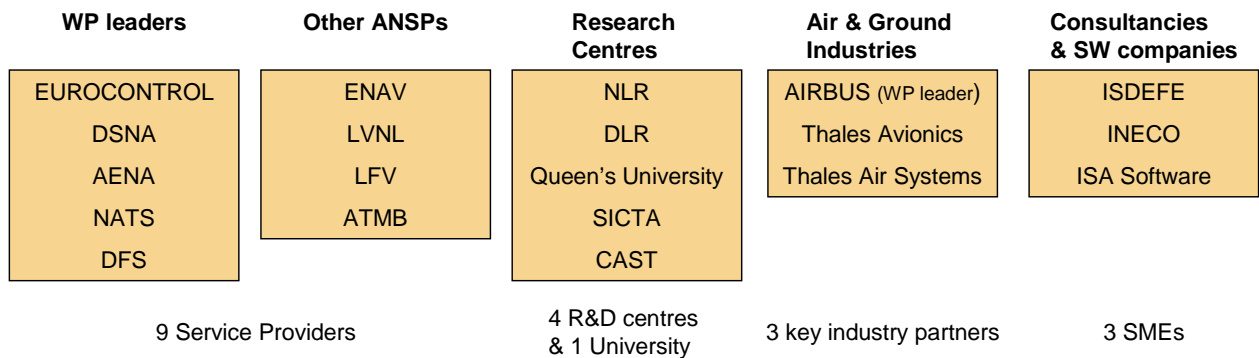
Episode 3 published documents and participated in events to disseminate the knowledge:

- A document has been prepared to identify all links between Episode 3 exercises and activities with SESAR projects. This document was sent to the SESAR JU for dissemination to SESAR work package or project leaders.
- A first meeting took place with the SESAR JU and the EC in Brussels on the 21<sup>st</sup> of January 2009. This resulted in a first presentation of the project to M. Standar, head of validation at the SESAR JU.
- A presentation was made to the validation forum (the body in charge of managing maintenance of E-OCVM, attended by the EC, the S-JU and representatives of ATM research) to present the conclusions of Episode 3 first lessons learnt workshop (workshop organised in March 2009).
- An article has been published by PSCA International, an independent public service review on Episode 3 project and CATS (Contracted Air Traffic Services) project in the context of SESAR. The review was published in June 2009.
- Videos and photographs were taken during various validation exercises to start gathering material for final forum and future dissemination material. A contract has been signed with a company that will produce a video based on various footages produced during the project with selected interviews of project members.
- During the 8<sup>th</sup> ATM seminar, held in Napa, California (US) in June 2009, the following Episode 3 papers were presented:
  - A systems-engineering approach for assessing the safety of the SESAR Operational Concept, by Eric Perrin, from EUROCONTROL, based on work done in EP3 WP2.4.3.
  - 4D-Trajectory Deconfliction Through Departure Time Adjustment, by Cyril Allignol and Nicolas Barnier from DSNA, based on work done in EP3 WP4.3.2.
- Papers on the performance framework (EP3 WP2.4.1) and on EP3 WP3 activities were proposed for the 28<sup>th</sup> Digital Avionics Systems Conference in Orlando, Florida (US) on 25-29 October 2009.
- Episode 3 is preparing jointly with CAATS II project a dissemination event on "ATM concept validation: the challenge of Single Sky and next generation ATM". This event will take place in Brussels on 13-14 October 2009.

### THE EPISODE 3 CONSORTIUM

For the reporting period, the consortium is composed of the following partners:

	<b>Episode 3</b> <b>D0.2-02b - Second Year Activity Report</b> <b>From 1 August 2008 to 31 July 2009</b> <b>Publishable Summary</b>	<i>Version : 1.01</i>



**Figure 2 - Episode 3 Consortium Composition**

Note that Queen's University has requested its withdrawal from the project end-November 2008.

The project is being co-ordinated by EUROCONTROL Experimental Centre.

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More information is available on the Episode 3 web site: [www.episode3.aero](http://www.episode3.aero)

Contractor Number	Short Name	Organisation Full Name	Technical Point of Contact
1	ERC	The European Organisation for the Safety of Air Navigation	Philippe LEPLAE <i>philippe.leplae@eurocontrol.int</i>
2	AENA	Entidad Publica Empresarial Aeropuertos Espanoles y Navigacion Aerea	Jose Miguel De PABLO GUERRERO <i>jmdepablo@aena.es</i>
3	AIRBUS	AIRBUS France	Patrick LELIEVRE <i>patrick.p.lievre@airbus.com</i>
4	DFS	Deutsche Flugsicherung GmbH	Ralph LEEMÜLLER <i>Ralph.leemueller@dfs.de</i>
5	NATS	NATS En Route Ltd	Richard POWELL <i>richard.powell@nats.co.uk</i>
6	DLR	Deutsches Zentrum für Luft-und Raumfahrt	Reiner SUIKAT <i>Reiner.suikat@dlr.de</i>
7	NLR	National Lucht-en Ruimtevaartlaboratorium	Hugo W.G. DE JONGE <i>jongehw@nlr.nl</i>
8	none		none
9	DSNA	Direction des Services de la Navigation Aérienne	Bernard GAYRAUD <i>bernard.gayraud@aviation-civile.gouv.fr</i>



**Episode 3**  
**D0.2-02b - Second Year Activity Report**  
**From 1 August 2008 to 31 July 2009**  
**Publishable Summary**

Version : 1.01

Contractor Number	Short Name	Organisation Full Name	Technical Point of Contact
10	ENAV	ENAV s.p.a.	Antonio NUZZO <i>Antonio.nuzzo@enav.it</i>
11	INECO	Ingenieria y Economia del Transporte S.A.	Laura SERRANO <i>laura.serrano@ineco.es</i>
12	ISA	ISA Software	Ian CROOK <i>ian@isa-software.com</i>
13	ISDEFE	ISDEFE	Marta SANCHEZ CIDONCHA <i>mscidoncha@isdefe.es</i>
14	LFV	LUFTFARTSVERKET	Anders NYBERG <i>Anders.nyberg@lfv.se</i>
15	none		none
16	SELEX	SELEX Sistemi Integrati	Exit the project beginning of reporting period (month 13)
17	SICTA	SICTA	Mario CIABURRI <i>mciaburri@sicta.it</i>
18	none		none
19	THAV	THALES Avionics	Thierry PERSON <i>thierry.person@fr.thalesgroup.com</i>
20	TR6	THALES AIR SYSTEMS S.A.	Xavier JOURDAIN <i>xavier.jourdain@thalesgroup.com</i>
21	QUB	Queen's University of Belfast	
22	ATMB	Civil Aviation Authority of China Air Traffic Management Bureau	Yang BO <i>yangbo@atmb.net.cn</i>
23	CAST	Civil Aviation Authority of China Centre of Aviation Safety Technology	Huo ZIGIN <i>huozhgl@mail.castc.org.cn</i>
24	ACG	AustroControl (Austria)	Roman NOSSAL-TUEYENI <i>roman.nossal-tueyeni@austrocontrol.at</i>
25	HGC	HungaroControl	Exit the project beginning of reporting period (month 13)
26	LPS	Letove prevadzkoje sluzby slovenskej republiky (Slovakia)	Exit the project beginning of reporting period (month 13)
27	LVNL	Luchtverkeersleiding Nederland	Ronald DUBBELDAM <i>r.dubbeldam@lvnl.nl</i>

**Table 2 - List of Contractors in the EP3 consortium**



**Episode 3**

**D0.2-02b - Second Year Activity Report  
From 1 August 2008 to 31 July 2009  
Publishable Summary**

-

*Version : 1.01*

**END OF DOCUMENT**