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*Integration of military air capabilities in a changing context of  
the civil aviation sector Implementation Workshop*

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**- Call for Papers -**

*Modalities for Defence industry engagement to the  
ATM/SESAR Implementation Workshop with  
defence planners and experts*

The EU Global Strategy states that “A solid European defence, technological and industrial base needs a fair, functioning and transparent internal market, security of supply, and a structured dialogue with defence relevant industries.” At the European Defence Agency’s (EDA) Ministerial Steering Board on 18 May 2017, Defence Ministers endorsed EDA’s revised approach towards establishing a structured dialogue and enhanced engagement with industry based on a set of priority actions. In this context, engagement with industry on capability development is understood to be outside the procurement phase and is intended to improve interaction and contribute to harmonisation of national and multi-national requirements.

In June 2019 the EDA Steering Board (SB) endorsed the first edition of the 11 Strategic Context Cases (SCC) as a guidance to implement the EU Capability Development Priorities agreed by Member States in 2018. The SB tasked EDA to make use of the SCC’s to inform the further implementation of the EU defence initiatives, notably Coordinated Annual Review on Defence (CARD), Permanent Structured Cooperation (PESCO) and, to the extent possible, in the context of the European Defence Fund (EDF). The SB further tasked EDA to make use of the SCC to facilitate the initiation and the consolidation of cooperative projects.

In this context EDA is organising the 2<sup>nd</sup> Workshop on the implementation of the EU Capability Development Priority “Integration of military air capabilities in a changing context of the civil aviation” on **02 December 2020**. The purpose of this Workshop is to provide Industry with a deeper insight into the SCC 10 and to contribute to develop a common understanding between Industry and Member States on the related challenges. Therefore, inputs coming from industry (through a call for paper process) are requested, to support the definition of a consolidated Air Traffic Management Agenda related to SES/SESAR, to be decided by Member States, and to discuss with EDA pMS concrete steps towards the implementation of the SCC10. The discussion with Industry will follow the lines defined in the Avenues of Approach in an adapted version of the SCC 10 endorsed by the Member States releasable to industry which are available on request through NDIAs and ASD via the EDA Prioritisation Platform.

Following this call for papers, Industry representatives are invited to express interest by submitting answers to the questions below **by close of business on 16 October 2020**. Particular companies will be selected to participate in the workshop based on an evaluation of these answers by EDA.

## OBJECTIVE OF THE MEETING

The main objective of the workshop is to provide a deeper insight into the implementation of the SCC 10 and to contribute to develop a common understanding amongst participants. Industry would be expected to share its views and suggestions to the audience (Member State defence planners and relevant defence sector experts) on further perspectives which could inform R&T and capability development in this selected area. This should also include the long-term perspective (beyond 20 years) on the industrial and technological outlook in integration of military air capabilities in the changing context of the civil aviation sector, thus to make capability planners reflect on the 'art of the possible'. Relevant Key Strategic Activities (KSA) reports related to this capability domain and the avenue of approach laid down in the selected area will also be addressed within the workshop.

## QUESTIONS

### **Military access to the airspace, in particular in a Single European Sky (SES) context.**

The aim is to improve, for existing and future manned and unmanned Air Capabilities, the ability to train for and conduct security and defence missions in peacetime, crisis and conflict. Particularly in a peacetime environment:

- How to mitigate negative impacts such as delaying or denying access to airspace for military aircraft non-compliant for technical or operational reasons with civil standards (e.g. PBN, 8,33 Khz, RVSM...)?
- Which new concept might facilitate the integration of 5th generation fighter and weapon systems in the European Airspace for operations and training and pave the way for the 6th generation fighter and weapon systems (e.g. MUM-T)?
- How to identify and mitigate the potential impact of the new entrants (all types of drones, High Altitude Operations...) on military activities for operations and training?
- How can the military implement the remote towers concept and look for an interconnection with non-cooperative surveillance systems around airfields?

### **Ability to protect confidentiality of mission critical information and ensure a resilient and robust data sharing network in the changing context of the civil aviation sector.**

- How can the military transport fleet cope with the implementation of ADS-B (EU 1207/2011 – SPI IR) and participate to the increase of capacity and the decongestion of the 1030-1090 MHz bandwidth while keeping an acceptable level of confidentiality for military operations?
- What can be developed in order to avoid sensitive (including but not limited real time) military flight data (ADS-B) to be released to the public?

### **Coordination with civilian aviation authorities and structures, infrastructures and procedures while maintaining military-to-military interoperability to enable the effective contribution to operations in multinational coalitions.**

- Co-location of civilian and military ANSP is a capacity enabler. How could nations execute this co-location?
- How can the military rationalize its education and training for Military ATCO's (Air Traffic controllers)?

- What are the opportunities to use or adapt in an innovative way specific military avionics equipment aiming to mitigate additional cost or operational constraints (such as limited access to Airspace)?
- How to improve the coordination of civil and military activities?
- How to improve civil-military interoperability?

**Adaptation of Military AIR/SPACE C2 capability and Communication Navigation Surveillance (CNS) capability to the changing context of the civil aviation sector including the deployment of ATM technologies and the development of the U-Space concept.**

- How can military transit from a classic Air C<sup>2</sup> system towards a cloud-based architecture?
- How to harmonize the implementation of the WOC (Wing Operation Center) concept?
- How to improve the monitoring of military equipment gaps?
- How to harmonize the requirements for future Communication, Navigation and surveillance assets and infrastructures?

#### INSTRUCTIONS

Answers should be limited to 1500 words for all questions together, though length will not be used as an exclusionary criterion. They should not contain commercially sensitive information. Answers may be made available as supporting material for the workshop to the Member States' representatives including those from submitters that were not selected for participation, should they not have an opt out of supplying their papers formally expressed (proper attribution will be observed). Submitters should also specify whether they have any limitation in presenting their views in a panel format.

Please send your paper, not later than 16 October 2020, clearly linking answers to questions, to the EDA by e-mail to [ISE@eda.europa.eu](mailto:ISE@eda.europa.eu), with copy to [thierry.closset@eda.europa.eu](mailto:thierry.closset@eda.europa.eu). Please clearly indicate a point of contact to coordinate possible participation in the workshop. **Any questions may be addressed to Thierry CLOSSET by e-mail.**

The EDA will assess the papers according to the criteria below while also striving to select a broad spectrum of representatives to ensure as fair, objective and balanced a discussion as possible. Responses from national research centres as well as commercial actors will be considered.

#### ELIGIBILITY CRITERIA

**European** - Submitters must represent defence industry established in the EDA participating Member State<sup>1</sup> or European defence industrial interests (in the case of research institutes) and be active in the area of ATM/SES.

**Credibility** - Lack of defence expertise will not be a criterion for exclusion but interested commercial actors must have a demonstrated track record of output and an effective market presence in ATM/SES domains.

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<sup>1</sup> [1] Based on the EDA Industry engagement policy, when engaging industries on matters related to EDA prioritisation tools, EDA invites only industries that are established in the EDA participating Member States and that do not have limitations in terms of intellectual property rights, security of supply, security of information or export controls, stemming from mother companies or entities outside the EDA participating Member States.

**Versatility** – Submitters should be well versed in ATM/SES technology however participation is not limited to systems integrators, submissions from SMEs are encouraged.

#### EVALUATION CRITERIA

**Innovation** - The level of innovation and originality demonstrated in the answer. Ability to propose thoughts looking far ahead especially in the domain of ATM/SES.

**Comprehensiveness** – i.e. how different aspects are articulated with each other. Ability to include answers in the broader context of the Integration of military air capabilities in a changing context of the civil aviation sector. Answers should address all related capability aspects (depicted in the adapted version for industry of the SCC 10).

**Lifecycle approach** - Industry involvement in the process is to be considered throughout the capability lifecycle, from research to decommissioning and therefore answers should span different lifecycle aspects including upgrading.

**Interoperability** - The level of interoperability with other systems (basic to high end) is to be considered.