*Press Release by NLR in conjunction with the final iFly project presentation on 13th June 2011 in Berlin*

# Airborne self-separation can safely accommodate future en-route traffic demand above continental airspace

On 13th June 2011, National Aerospace Laboratory NLR and project partners present the outcomes of the European Research Project iFly at their final project presentation in Berlin, Germany. The iFly findings show that advanced airborne self-separation definitively is able to safely accommodate factor 3 times more en-route traffic demands over the continent. Consequently it is the view of the iFly project team that results from the project offer a significant opportunity for SESAR and NEXTGEN advanced concept development.

Some 15 years ago, Free Flight has been conceived as a potential solution for safely and effectively managing future traffic in high demand airspace. During the subsequent decade, this also triggered significant Free Flight research activities. In spite of these efforts, it has remained unclear whether Free Flight could fulfill up to the high expectations raised 15 years ago. As a result, two schools of researchers have emerged. Researchers of one school believe that airborne self-separation can safely accommodate traffic levels much greater than current en-route traffic. Researchers of the other school believe that airborne self-separation cannot work safely for high density airspace. Both schools concur that for airspace having sufficiently low traffic densities, airborne self-separation may be safe. The iFly project has been undertaken in order to find out through scientific research up to which en-route traffic demand levels airborne self-separation can safely be accommodated.

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