

THURSDAY AT-A-GLANCE

9.30
Exhibition Hall Opens
(for Pink Paper Plane
Challenge participants only)

10.00
**Pink Paper Plane
Challenge Launch!**
(Just inside the Exhibition
Hall entrance)

10.00
**Data-Driven ATM:
Going Digital!**
Nokia ATM Theatre

10.30
**Global UTM Association
Workshop**
FABEC OPS Theatre

10.45
**Airport Integration into
the Network**
EUROCONTROL
Stand 849

11.20
**Changes in the Global
Airspace Driving
Innovation**
Frequentis Aviation Arena

Pink Plane Launch

How often do you get to set a Guinness World Record? Today, you and your friends and colleagues will have that opportunity, and all you have to do is launch a pink paper plane.

At 10.00, pick up your pink plane just inside the Exhibition Hall entrance and launch away. Not only will you be making history, but you'll also be celebrating Women in Aviation Worldwide Week at World ATM Congress 2018.

The Pink Paper Plane Challenge will occur at the same time across multiple time zones. Make sure to share your photos and videos on social media using the hashtags #PinkPaperPlaneDay, #WOAW18, and #WorldATM!

EXHIBITION HALL HOURS

Hall 10 at IFEMA,
Feria de Madrid
(North Entrance)

Thursday, 8 March
10.00 – 14.00

Thursday, 8 March | IFEMA, Feria de Madrid

World ATM NOW

Madrid, Spain | #WorldATM



Around the Globe in Eighty Minutes

An African air navigation service provider (ANSP) peer-review system. Artificial intelligence for Asia Pacific air traffic control. A burgeoning collaboration between Spanish- and English-speaking Latin and Central American ANSPs. A new spirit of air traffic management (ATM) cooperation between two Middle Eastern states. These and other hot topics, like unmanned aircraft system air traffic management (UTM), emerged during Wednesday morning's 20-minute speed chats with ATM experts in four global growth areas.

Session four of the World ATM Congress conference programme featured ANSP chief executives and directors general, industry suppliers, and industry commentators from Africa, Asia Pacific, Latin American and the Caribbean, and the Middle East. Each trio discussed the current and future state of aviation in their region, and the challenges and opportunities they face.

In Africa, air traffic providers are look-



Alan Corner, Director Middle East, Helios shares a laugh with Ryan Tarabzoni, CEO, Saudi Air Navigation Services (SANS) and Ahmed Ibrahim Al Jallaf, Assistant Director General ANS, General Civil Aviation Authority, United Arab Emirates, during the Middle East Speed Chat.

ing to "reassess challenges, redefine our objectives, and come up with the right strategic grasp that will move Africa to the next level," said Hamza Johari, Tan-

zania Civil Aviation Authority.

Africa has 70 percent of the world's population but less than one percent

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New Partnerships and Rapidly Changing Skies

Alliances and collaborations are becoming so pervasive they will change the nature of air traffic management in the next decade, said David McMillan during session three on Wednesday morning, New Collaborations in ATM.

McMillan, Chairman of the ATM Policy Institute and Non-Executive Director of Gatwick Airport Ltd., moderated the session, which included panelists from various ATM alliances, NATO, and industry.

Martin Rolfe, NATS and Borealis Alliance, kicked off the session with a discussion of Borealis, which he called a "coalition of the willing." Borealis includes the ANSPs of Denmark, Estonia, Finland, Iceland, Ireland, Latvia, Norway, Sweden, and the United Kingdom.

Rolfe said the alliance has saved the equivalent of 25 trips to the moon in track miles, 50,000 tons of carbon dioxide, and 1 million minutes

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(second from left) Martin Rolfe (NATS), Chair, Borealis Alliance answers questions during New Collaborations in ATM? The Changing Face of Partnerships and Alliances in ATM.

Free WiFi in Exhibition Hall courtesy of World ATM Congress! Network is WATMC2018.



Partnerships

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of time. By 2022, Rolfe said there will be free route airspace across all nine member states.

Overall, it's easy to start an alliance, Rolfe said, especially for people with a history of government cooperation. But it's more difficult to know when to say no to a potential partner, or to disband when an alliance has achieved its goals.

Sovereignty is often used as an excuse for not forming an alliance, but Rolfe said 95 percent of the issues Borealis faces don't have any bearing on sovereignty. For instance, he said collecting overflight fees is a business-case question rather than a sovereignty issue, but sovereignty is an easier excuse for alliance members who don't want to participate in a certain initiative.

In fact, Rolfe envisions an increasing emergence of traffic-based partnerships that have nothing to do with regions or sovereignty.

The COOPANS-Alliance of five ANSPs in Austria, Croatia, Denmark, Ireland, and Sweden was started over 10 years ago to save costs, said Thomas Hoffman, COOPANS Board Chairman. But the alliance has resulted in much more.

"We have stabilisation and harmoni-

sation, and it's a lot of fun to work together," he said. "We're like a family."

With seven ATM centers across its five member countries, COOPANS can deploy the same software system-wide within two weeks, and joint procurement results in a cost savings of 30 percent, Hoffman said. One ANSP launches the new software and does all of the testing and the safety case. "It's a very efficient working scenario," he said.

Hoffman said another advantage of COOPANS is that it gives smaller ANSPs voices in SESAR and other alliances. "It helps us to be heard like the big guys."

Unlike ANSP alliances, SESAR began as a "forced marriage" because it was established by regulation, said Florian Guillermet, Executive Director of SESAR JU. "But 10 years later, the objective is the glue of the partnership." A decade ago, SESAR operated with airspace blocks, but Guillermet said now sub-alliances are forming within the SESAR partnership.

Guillermet believes the shift from physical assets to more digital assets create fluidity and potential for ANSPs to pair up, because they could deliver air traffic services anywhere in the world. "This can transform the industry," he said.

The NATO Alliance is also creating new partnerships, said Georgio Cioni,

NATO Head of Airspace Capabilities. Since 2014, NATO has emphasised more airspace interoperability and security, and at its last summit, recognised cyber as an operational domain in addition to air, land, and maritime. This requires cooperation between military and civil aviation, Cioni said, along with an emphasis on security in the UAV space.

Panelists also answered audience and moderator questions, including:

Is there any added value of the functional airspace blocks (FABs), or should they be discontinued?

Rolfe said his "politically incorrect opinion" is based on the time that NATS was part of a FAB with Ireland. "It produced an enormous amount of bureaucracy. Once you put something into a legal framework, it turns operational partnerships among airspace into political constructs. FABs are supposed to reduce costs and generate ideas for users, but there are a lot of ways to do that."

Given the security issues with air-ground voice and automatic dependent surveillance (ADS-B), do you see an investment in a new ATM system to meet future security challenges?

Guillermet said the communications, navigation, and surveillance (CNS) domain presents challenges. "Today it's open because of how it's been built. We

have to collectively address how to secure this system and who's going to pay for it. It's not just an ATM problem; it's an aviation problem."

Haslacher and Hoffman looked at the question from a financial angle, noting that suppliers have to invest quite a bit of money to keep up with rapidly changing cybersecurity regulatory environments, but it's complicated because every country has different standards.

"We have to spend millions on new technology to make sure we're compliant with Florian and his master plan, but we also have to reduce our costs," Hoffman said. "That's the biggest issue we have right now."

Rolfe said NATS and Borealis are devoting a lot of time to recognising a cyberattack and deciding how to respond in terms of things like playbooks and rehearsed scenarios.

Where do you see alliances and partnerships in 10 years' time?

"We have a lot of work to do, but Europe and SESAR are an excellent resource for EANA," Grellet said.

Florian believes there's a need to start enabling regulations that allow partnerships to flourish, and Hoffman pointed out there's a "tendency for overregulation and overkill, but I hope that will change." 

Check Out **SESAR Walking Tours** at World ATM Congress 2018

Get a taste of the ATM transformation underway thanks to SESAR members and stakeholders through a series of events and walking tours all week. The walking tours will give visitors an opportunity to meet with experts from the SESAR community and see first-hand the wide variety of solutions being delivered and deployed across Europe. Visitors can find out more about the SESAR-enabled ATM of the

future by trying out an interactive digital wall at the SESAR stand (890). Tours depart from stand 890 and each last approximately 90 minutes.

**Follow us @ #PoweredBySESAR*

Thursday Tours

TOUR 14: 10.15 – 11.45

Transforming ATM Through Data Sharing

TOUR 15: 10.45 – 12.15

Building a User-Centric Network

