

CORUS five

Service Delivery Management Plenary

Vadim Kramar, Thomas Lutz, Stefan Steinhauser
2nd CORUS five workshop, 1-3 Oktober 2025

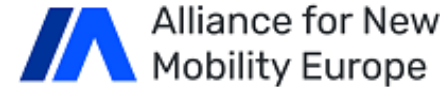


Co-funded by
the European Union



Co-funded by
EUROCONTROL

Welcome!



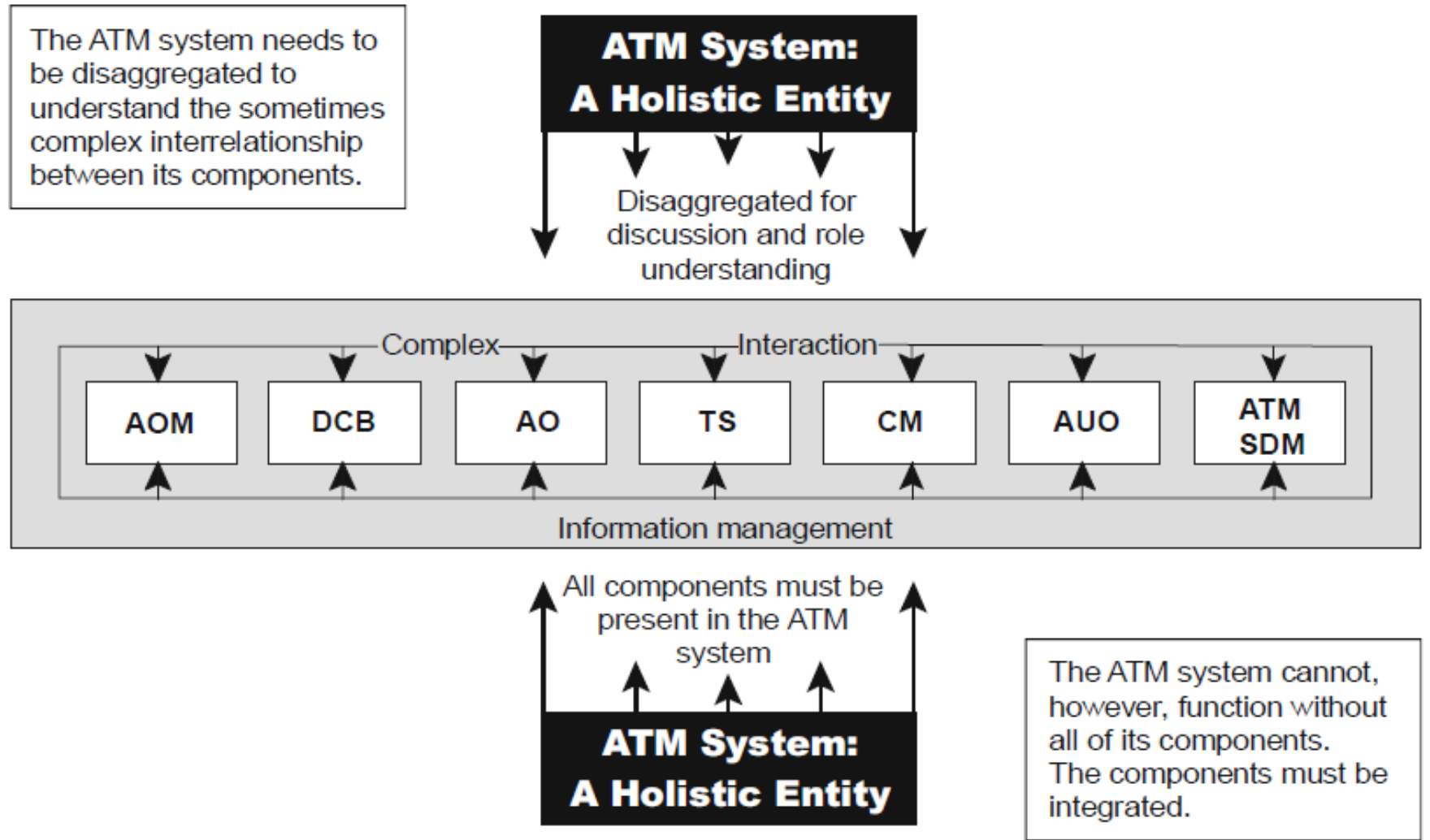
CORUS five has received funding from the European Union under grant agreement 101166763

GATMOC

„Complex interaction“

... enabled by

„Information Management“



AOM — Airspace organization and management

DCB — Demand/capacity balancing

AO — Aerodrome operations

TS — Traffic synchronization

CM — Conflict management

AUO — Airspace user operations

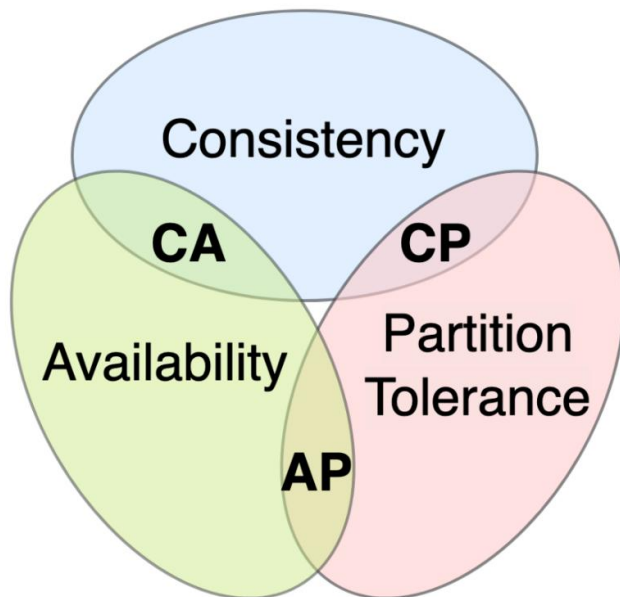
ATM SDM — ATM service delivery management

Doc 9854

AN/458 – Figure 2-1

Complex interaction with limited magic CORUS five

In database theory, the CAP theorem states that any distributed data store can provide at most two of the following three guarantees:



Consistency

Every read receives the most recent write or an error.

Availability

Every request received by a non-failing node in the system must result in a response.

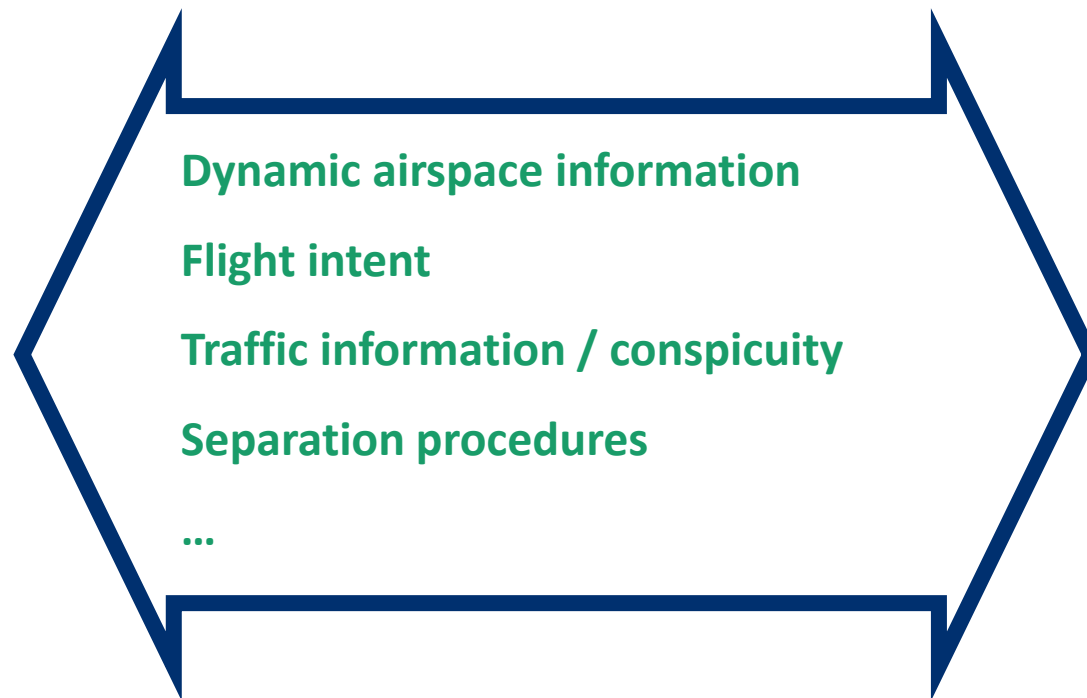
Partition tolerance

The system continues to operate despite an arbitrary number of messages being dropped (or delayed) by the network between nodes.

https://en.wikipedia.org/wiki/CAP_theorem

Sharing airspace = sharing information CORUS five

**Crewed
aircraft**



**Uncrewed
aircraft**

**Specific
information**

Shared information

**Specific
information**

Can CDM guide long term architecture?

CORUS five

- ✓ Combining input from many stakeholders to make the best decision for a group.
- ✓ In collaborative decision making, the goal is always to reach a consensus.
- ✓ Often, the solution is selected from a set of a few proposed options.

Way forward

- Technology Agnostic Service Definitions
 - SWIM is desirable option
 - interoperability is important, especially Service Provider to Operator interface needs standardisation (enabling seamless transition)
 - standards and service level agreements are savers for small UAS operators
- Performance levels are welcome
 - depending on use-cases and operational conditions
 - performance for ground service should be different from UAS performance
- Enabling Collaborative Decision Making could guide architecture
 - allow flexibility in architecture
 - considering responsibility, accountability, and liability aspects

Way forward

- Design respecting requirements and distributed system characteristics
 - consistency is more important than availability for the flight plan
 - partition tolerance is not a fixed starter in all cases
 - allows for more flexibility in system design
 - decouple „keeping things consistent“ from the business services
- Governance tailored to the „trade-off“ situation
- Service delivery should support public safety, eventually defense
 - Why not bring an action to the EU level about mandating the socially viable services?
- Digital instruments are the future that will gradually shape future flights

CORUS five

THANK YOU
FOR YOUR ATTENTION