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Traffic Synchronisation Debrief

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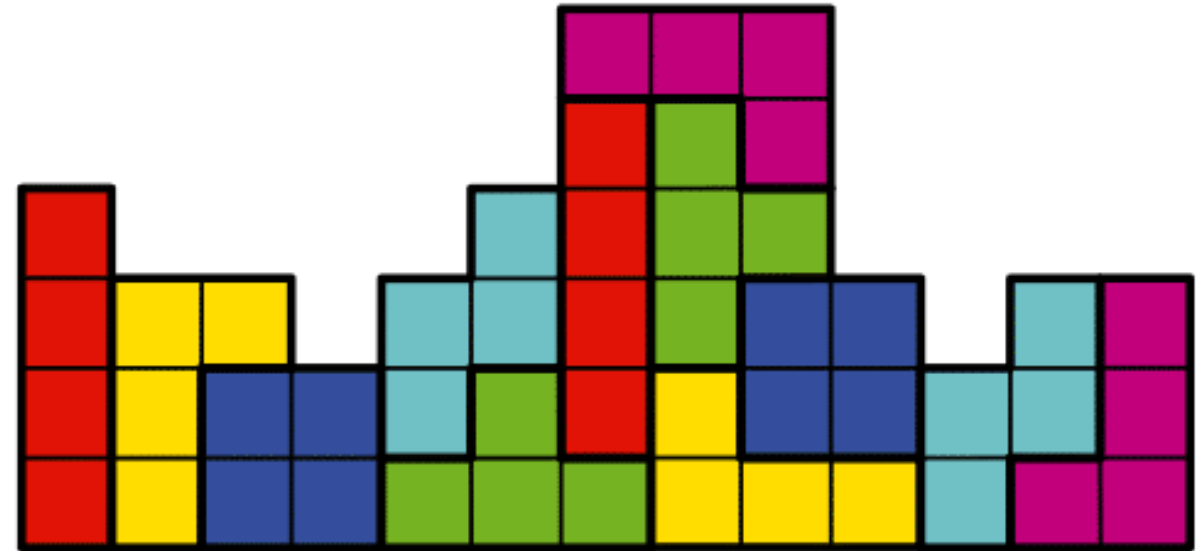
Perspective matters

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- **What we propose seems to make sense**
 - Noone jumped at our throat
- **The ‘ATM glasses’ (GATMOC) work for U-space**
 - Looking at stuff from a different angle has been insightful
- **Reminder to keep things as simple as possible, do not overengineer**
 - ConOps to include careful consideration and simple validations to justify the need and impact
- **Reminder to support Standards in addition to new Regulation and R&D**
 - Identify with DoF should be constrained by Regulation and which should not

- It is difficult to think in 4D looking at a 2D display



- Comparisons have been useful
- We will think about methods to represent these 4D concepts

- **Overall agreement this is how the current Regulation Works**
 - Or could work 😊
- **Estimating uncertainties remains a tricky issue**
 - ConOps can refer to estimations from other projects
 - UAS operators can start with assumptions and later refine
 - For higher risk ops, manufacturers have a role to play (manual/specs)
 - BADA for drones?
- **First time many heard about Separation Axis Theorem**
 - Exploring (at high level) methods for conflict detection could prove relevant
- **Solving by delay can be acceptable**
 - But do not assume it will be the only solution in the STH
 - USSPs ‘solving mechanisms’ should remain proprietary

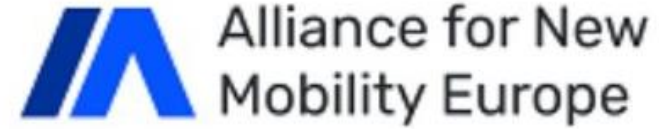
- **The important of ensuring a continuum in CM was highlighted**
 - eVTOLS limited endurance requires coordinated decision making
- **Flights should not be overconstrained**
 - Key role of DCB ensuring that constraints are proportionate
- **RTAA seems promising but is not yet well understood**
 - Ed.5 should provide a clear high-level description
- **Connect our work with FANS about 4D flight management**
 - Will also eventually facilitate integration with ATM

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THANK YOU
FOR YOUR ATTENTION