

## Air Traffic Management

### SESAR and Future ATM Development Projects

Friday 12<sup>th</sup> December 2008

08:30hrs to 14:00hrs

Royal Air Force Club, 128 Piccadilly, London, W1J 7PY, UK

Note: All presentations will be available to download after the event from:

<http://www.southeastknp.co.uk/ATMKN/ATMKN>

#### *Programme and Speaker Biographies*

**08.30 Arrival, Registration & Breakfast Networking Refreshments**

**09:00 Welcoming remarks—Mike Shorthose (MD, Helios) & John Copley (CEO, FAC)**

**09.03 Introduction—Alex Fisher (Chairman)**

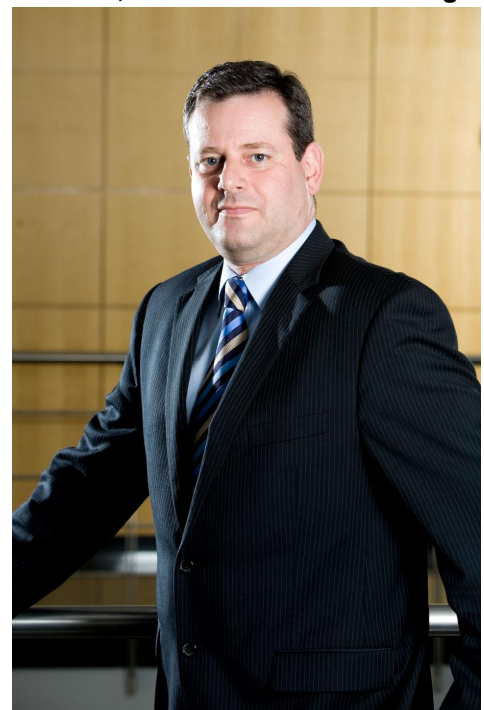
Alex Fisher read Mechanical Sciences/Aeronautics at Cambridge and briefly tried to earn a living as an aerodynamicist at ARA Bedford. Dimly aware that the prospects of the UK aircraft industry didn't look good even then, and after a brief but boring spell as a Systems Analyst at ICL, he joined BEA/BOAC as a pilot, and then the BEA Flight Technical Branch, the team that brought the world Cat. 3 operations. For the next 30 odd years he combined flying commercially (finally as a 757/767 Captain) with making Flight Technical Policy for BA, which frequently brought him into contact with the ATM world.

He retired from BA in 2005, and since then has participated in the SESAR (Single European Sky Air Traffic Management Research Programme) definition phase as part of the Users' consortium. He was awarded an OBE in 2005 for Services to Civil Aviation.

**09:05 SESAR—Peter Hotham, Chief Technical Architect, SESAR Joint Undertaking**

Peter Hotham is the Chief Architect for SESAR at the SESAR Joint Undertaking, based in Brussels, Belgium. He was appointed on 1 June 2008 and as well as setting technical direction for all the technical (Air Traffic Management) aspects of SESAR, ensuring this is consistent with the performance targets of the programme, he is responsible for leading technical Standardisation and global interoperability initiatives with the FAA and ICAO.

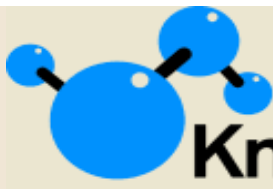
Peter is British and has worked in a number of areas of Air Traffic Management for over 29 years, including Business/Technology Strategy, Engineering and Programme Management of airport and centre systems for the UK CAA (Civil Aviation Authority) and NATS (National Air Traffic Services). Peter comes to the SESAR JU from his previous role in NATS as Chief System Architect, where he was responsible, with the Chief Technologist, for technology focussed leadership across the company and management of the ATM architecture evolution, technology strategy and implementation governance.



Mr Peter Hotham



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### **09:35 NextGen—Donald Ward, International Program Officer, Federal Aviation Administration**

Donald Ward is the FAA Air Traffic Operations representative to Europe, Africa, and the Middle East. In this role, Don strives to communicate the direction of the service provision portion of the FAA, including modernization programs underway. Of particular note is the harmonization of the FAA's Next Generation Air Transportation System ('NextGen') and SESAR. Don actively works with members of the SESAR Joint Undertaking to improve coordination and understanding between the offices. A special focus is being given to the Atlantic Interoperability Initiative to Reduce Emissions (AIRE) - a joint demonstration effort put in place between the FAA and the European Commission. In addition to his FAA duties, Don is also the chairman for the Seamless Airspace Work Group chartered by the Civil Air Navigation Services Organisation (CANSO).

Prior to assuming his role in the FAA International Office, Donald Ward was the program manager for the FAA System-Wide Information Management System (SWIM). SWIM is the FAA's cornerstone program to transition the agency to net-centric operations. Don previously served as the Director of System Operations Programs, where he led the modernization program for Traffic Flow Management and Collaborative Decision Making. Don has managed all aspects of the program life cycle in the FAA, including investment analysis, design, development, implementation, and operational sustainment.

Before joining the FAA, Don worked in private industry for nearly 20 years on various large-scale IT integration, modernization, and network management programs. Don's background in private industry, coupled with his work in joint FAA-Industry programs, has strengthened his belief that the FAA must work in lock-step with other Government agencies and industry partners to effectively evolve systems to meet operational demands of the future.

### **10.05 JMATS—Squadron Leader Alan Corner, Royal Air Force**

Squadron Leader Al Corner is the desk level sponsor for all MOD (Ministry of Defence) ATC and ATM capability. As part of this work Alan is deeply involved with a programme to equip all MOD platforms with the necessary capability to conform to emerging international regulation.

A military air traffic control officer with experience in terminal, en-route and as an instructor, Sqn Ldr Corner has been involved in systems development and MOD procurement for over 10 years. He has held a broad range of posts, including intelligent customer and project ATC-SME roles; project manager for the development of ATC training aids and simulators; and as a requirements and risk manager for the procurement of ATC services. His most recent post was as deputy team leader for the IPT that negotiated and brought into service the MOD/NATS en-route ATC partnering agreement.

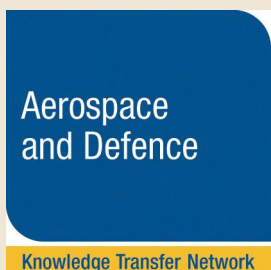
He has been in his current post since May 2008 and is responsible for capability planning and, with the JMATS (Joint Military Air Traffic Services) project team, sustaining MOD ATC capability by delivering a cost-effective long term solution with an industry partner.

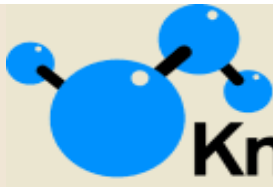
### **10.35 Questions and Answers (10 minutes)—Alex Fisher**

The chair will take questions to Peter Hotham, Donald Ward and Alan Corner from the floor.

### **10.45 Morning Tea and Coffee (15 minutes)**

Complementary tea and coffee will be served to delegates in the Ballroom. This time will also be an opportunity for delegates to hear about the 'Knowledge Transfer Partnerships' (KTPs) scheme designed to accelerate business innovation through the better use of knowledge, technology and skills that reside within the UK knowledge base. Mr Paul Naylor will be on hand to answer any questions you may have.





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### **11:00 A regulatory perspective on SESAR—Neil Perry, UK CAA**

Neil Perry is currently Head of European Air Traffic Management Policy Coordination at the UK CAA. This post involves devising and developing the CAA's policies towards European Air Traffic Management developments. Current activities are heavily dominated by Single European Sky legislative proposals; these are being progressed through European Council and Parliament negotiations. The CAA's role is one of providing support and technical advice to the Department for Transport as it influences legislation on what will become the regulations and rules that the CAA will be involved in implementing and enforcing. This task also includes taking responsibility for being the focal point within the CAA for SESAR, In this post Neil coordinated the CAA's input to the Definition Phase, participating in key Work Programmes and contributing to the ATM Master Plan uniquely as the only European regulatory authority involved. Other responsibilities include maintaining a dialogue with other European aviation regulators in pursuit of common best practice. Neil has been in this post for 4 years.

Previously Neil spent 15 years in NATS as the focal point on all European and International Air Traffic Management developments with responsibility for keeping up to date with all European developments likely to affect air traffic service provision. Neil contributed to company policies that were made in response to these developments and ensured that NATS Executives were fully briefed on the latest developments occurring across Europe. Issues covered in this period included the initial reforms of Eurocontrol, the establishment of the Eurocontrol Central Flow Management Unit and its responsibilities for European Air Traffic Flow Management and the developments leading to the first version of the Single European Sky package of measures. Neil also participated in several ICAO (International Civil Aviation Organisation) international developments. For two years, was seconded from NATS to the Department for Transport Aviation Division as Head of Air Traffic Management Branch.

Prior to this period Neil amounted 25 years experience in air traffic control, firstly as a military controller in a variety of en-route and airport posts and secondly in management/staff positions in these arenas charged with devising RAF policies on air traffic control. During this time Neil served in the UK and abroad.

### **11:30 A service provision perspective on SESAR—Antony Vaudrey, UK NATS**

After graduating from Bristol University in 1981, Tony Vaudrey (C.Eng., FIET) joined the BBC as a graduate trainee in the Engineering Directorate. After spending some five enjoyable years installing state of the art editing suites, he joined the CAA in 1986 to work on the development of the then new military air traffic control room at West Drayton. With now over twenty years experience in air traffic management, Tony has held a number of senior roles in NATS, including programme and project management posts, a four year secondment to the Foreign and Commonwealth Office as Civil Air Attaché in Washington and on his return to NATS as Head of External Affairs. More recently, Tony has managed a number of Engineering Departments before being appointed NATS' SESAR Systems Engineering Manager.

### **12:00 Questions and Answers (10 minutes)—Alex Fisher**

The chair will take questions to our speakers from the floor.

### **12:10 Closing Remarks—Alex Fisher**

### **12:15 Adjourn to the Royal Air Force Club Bar for pre-dinner drinks**

### **12:40 Return to Ballroom for lunch**

### **14:00 Farewell—Alex Fisher**



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