



Date: 27 April 2018

Updated 2 May 2018

FOR IMMEDIATE RELEASE

HIGHEST CONTRIBUTIONS AT EUROCAE HIGH LEVEL MEETING TODAY IN BRUSSELS

Brussels – Top decision makers in aviation industry gathered together this morning in Brussels to discuss about the main challenges of the industry. There were two panel sessions, with presentations from speakers, discussions and questions from the floor. After an introduction by Christian Schleifer, EUROCAE's Secretary General, and Francis Schubert, EUROCAE's President. Both sessions were quite lively and active.

One of **European Commission's Filip Cornelis'** concerns regarding the development of aviation is capacity, and the challenge is to develop standards to adapt technology to air transport's continuous growth. Capacity is certainly a big issue for airports, as **Jörn Muthmann from Fraport** noted, saying that airports have to deploy better operating capacity when physical development is not possible as passengers need and deserve safety and predictability of operations.

ICAO's Steve Creamer noted a change in relationships between ICAO and technical standards developing bodies like EUROCAE, and similar bodies, who should be in charge of developing the technical standards with a validation from ICAO. This enhances ICAO approach towards performance-based regulations.

Patrick Ky confirmed this approach and stated that the main challenge for EASA would be to accompany, or anticipate, the changes in a flexible manner. To do that, the agency will have to rely more on industry standards, that can change at quicker pace than the regulations.

This is where **Kay Kratky, Austrian Airlines/Lufthansa Group** said that technology, and especially digitalization need to be deployed in cockpits and for the ATM, and this is where EUROCAE's role is important, because EUROCAE is working directly with the industry from the beginning.

The focus was then centered on ATM, with **Jan Pie from ASD** commenting that it is a very complex ecosystem, with very old and very new technologies operating together constantly. ATM is much more conservative than other sectors of the industry, but a disruption is coming from big players like Amazon and Google, and the challenge for Europe, and for EUROCAE, is to make sure that we have European solutions and leadership.



ATM continued to be the main focus point during the second session, where **Eamonn Brennan of EUROCONTROL** addressed the issue of technology: it is more the way you respond to technology, and how people can respond to it. **Skyguide's Alex Bristol** confirmed that view, saying that the industry should not innovate for the sake of innovation, but implement good ideas. And again, EUROCAE has a big part to play, to avoid different standards inside Europe and ensure interoperability. Then **Florian Guillermet, SJU**, noted the need to better synchronize air and ground dimensions and ensure faster uptake of technology onto operations.

Francois Delille from Thales stressed the need to keep the level of safety with the introduction of new technologies, as airspace is getting more crowded. More dense and complex traffic poses more challenges for the safety, from the UTM emergence to the ATM system architecture, engineering and business models.

The remarks from **Marc Kegelaers from Unifly**, brought a new perspective: integrating drones in the ATM, and UAVs have forced the regulator to react. **Nicolas Warinsko from SDM** agreed that this is a disruption - and disruption, as well as innovation, are reasons why **SDM** are clients of EUROCAE's standardization products.

Christian Schleifer thanked the speakers and attendees, and said that EUROCAE synchronizes the development of standards to the regulations and the needs of the aviation community, with the help not only of the staff, but also of about 2,000 people working together. The conclusions of this High Level Meeting will help EUROCAE to adapt its strategy, and the outcome will be integrated in the organisation's work programme.

Note for Editors:

EUROCAE is a non-profit organisation, created in 1963 as the "European Organisation for Civil Aviation Electronics", with the objective to develop standards for European civil aviation. EUROCAE currently has over 240 members, including industry, service providers, regulators, research institutes and international organizations. EUROCAE has become the European leader in the development of worldwide recognized industry standards for aviation. EUROCAE membership is open to organisations and industries worldwide. EUROCAE in the interest of its stakeholders, develops technical specifications for the industry and in support of regulations, aiming to increase safety, market potential, facilitate interoperability and encourage technological development. The development of EUROCAE documents is governed by a well-proven core process promoting team work, excellence, industry buy-in and consensus while ensuring safety. EUROCAE has extended its activity from airborne equipment to complex air traffic management (ATM) and communications, navigation and surveillance systems (CNS).



To date, EUROCAE has published more than 200 EUROCAE documents EDs, which are recognised worldwide as high quality and state of the art standards. EUROCAE's headquarters are located in the Paris region, Saint-Denis, France.

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